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No. 25,956

HONG KONG, THURSDAY, AUGUST 23, 1928. PRICE, \$3.00 Per Month.

TOUCHING SCENE.

PRISONER'S FAREWELL TO WIFE.

HALF HOUR INTERVIEW.

Wing On Pleads Guilty in Wing On Case.

PARTNERS IN CRIME RELEASED.

Wing On, not without its degree of pathos, was enacted in the ground floor of the Law Courts this morning. A moving appeal by a barrister who asked that the exercise his discretionary powers and permit a sentence to bid his wife farewell in an interview limited to half an hour.

Fok Chung-yuen, having been convicted overnight in what is known as the Bank of Canton case, entered a plea of guilty in the Wing On Co. case.

COINCIDENCE IN DATES.

After his Lordship (Mr. Justice P. Jackson) had pronounced sentence, Mr. H. G. Sheldon (intended by Mr. H. C. Macnamara) asked that prisoner be allowed to stay half an hour, before being removed to jail, so that he could talk to his wife.

Mr. Sheldon said that he had consulted Mr. T. Murphy, acting Assistant Director of Criminal Intelligence, who said that the Police had no objection provided the Court approved. Mr. Sheldon added, for the guidance of his Lordship he said, that it was the usual custom to extend the privilege on such an occasion.

Mr. C. G. Alabaster, O.B.E., K.C., who prosecuted for the Crown, said that as far as he was concerned he had no objection at all.

Fok's wife, accompanied by another Chinese woman, then walked up to the dock from the body of the Court. Fok was led below to the cells by the warders. Mr. Murphy thereupon entered the dock and led the two ladies below for the permitted interview.

PLEADS GUILTY.

After Fok Chung-yuen had pleaded guilty, Mr. Alabaster briefly outlined the history of the case, which dates back to 1923. He explained how an attempt had been made to defraud the banking department of the Wing On Co., Ltd., of \$50,000 by means of a forged pass book made up principally of a genuine pass book obtained by paying in a nominal sum under a separate account.

It will be recalled that Lam Fook-chu and Au Kim-lui were each sentenced in 1926 to three years' hard labour for complicity in the conspiracy. An order for costs—very unusual in a criminal case in Hong Kong—was made against them, this being satisfied by a Court order for the sale of a certain business belonging to them. Fok Chung-yuen was arrested at the same time but he jumped his bail of \$20,000 and the sum was estrated.

EARLIER PROCEEDINGS.

Towards the end of 1926, Au Kim-lui appeared in the Supreme Court, under jail escort, to attend the civil case which he had instituted against the Wing On Co. for the recovery of \$50,000. It was this case which led to the arrest and imprisonment of him and his confederates. He applied for the case to be postponed until he should be released from prison. The Chief Justice, however, ordered the case to be struck off.

The minimum period of detention, normally, on a three years' sentence is 27 months. Au Kim-lui was released about two months ago and deported. Lam Fook-chu, considered to be the master mind in the conspiracy, stayed in prison longer because his conduct had not been so good as that of Au Kim-lui.

By strange coincidence, Lam Fook-chu was let out of jail on the very day that Fok Chung-yuen first came up before the Police Magistrate, that is, on the day of hearing after Fok Chung-yuen's commitment on the Bank of Canton charge, following his recent arrest in Canton. Needless to say, Lam Fook-chu has also been deported from Hong Kong.

Mr. Justice P. Jackson (the Puisne Judge) sentenced Fok Chung-yuen to three years' hard labour. Yesterday, his Lordship sentenced him (on the Bank of Canton charges) to three periods

of hard labour, to be served concurrently, which meant an actual sentence of five years. That sentence Fok Chung-yuen began to serve yesterday. The one of three years, imposed to-day, he begins to serve to-day.

In other words, he will be serving both sentences at the same time, or five years in all. Mr. Sheldon, in his address to the jury yesterday, after dealing with the legal aspects, referred to a complaint by the prosecution as to failure to disclose the nature of the defence. Whilst agreeing that if a man was innocent he had best say so at once, counsel pointed out certain circumstances relating to the prisoner's case, and argued that in the circumstances such procedure was not the best.

"FEAT OF MEMORY."

Counsel went on to say that the defence which had been put up to the knowledge of the Crown, was that the prisoner was not in fact the person who had committed the offence. Mr. Beavis's office. If what the prisoner had said was true, then it was a complete defence to the charges. This defence, Mr. Sheldon pointed out, was brought out at the Magistrate's Court. Dealing with the chief evidence against the prisoner, that given by Mr. C. E. H. Beavis, Mr. Sheldon referred to the latter's "very interesting and unusual story of his feat of memory after many years, of incidents which occurred some seven years ago," and commented: "You will remember that he told us that he was asked in 1926, that he searched his mind with regard to it, and that his memory was a complete blank."

"WHEN A MAN'S A FOOL." Mr. Jenkin, in his final address, urged that no reasonable jury could accept the prisoner's version with regard to the documents.

On the point of the prisoner not disclosing his defence, Mr. Jenkin said: "I have authority behind me of the greatest judicial officers in England, that a man who does not put forward his defence is a fool."

After his Lordship had summed up briefly, in which he commented that there was very little evidence of forgery, the jury retired for a short while and then returned with verdicts of "guilty" on the charges of uttering a forged agreement dated Jan. 11, 1921; uttering a forged assignment dated February 22, 1921; and conspiracy to defraud.

On the forgery charges prisoner was acquitted. The three sentences passed by his Lordship were respectively five years' hard labour, five years' hard labour, and three years' imprisonment, the sentences to run concurrently.

NOT TO BE FLOGGED.

Diminutive Prisoner Reported "Unfit."

After commenting adversely on a Press report (not in the "China Mail") given elsewhere in this issue, the Chief Justice (Sir Henry Gollan, C.B.E., K.C.) passed sentence on a man of 29 years of age, described as the "diminutive prisoner" in the following terms:—

"You have been convicted by the jury after a very careful trial, on evidence which I think fully justifies their verdict."

"I have said time after time that I consider these cases to be one of the most dangerous

"KENT" AS FLAGSHIP ON AUG. 29.

CHANGE NEXT WEEK

"HAWKINS" COMING HERE TO SAIL FOR HOME.

WEIHAWEI RENDEZVOUS.

Weihaui, in Shantung province, North China, has been selected as the rendezvous where H.M.S. "Kent," the new 10,000 tons county class cruiser which arrived last week from Home, is to meet the present flagship of the China Station, H.M.S. "Hawkins," so that the Commander-in-Chief, Vice-Admiral Sir Reginald York Tyrwhitt, Bart., K.C.B., D.S.O., D.C.L., can transfer his flag. The date is fixed for August 29 in the afternoon.

"Kent" left Hong Kong yesterday bound for Weihaui. "Hawkins," now up North, is due to arrive here on September 3 and will sail for England on Sept. 11.

It was announced recently that Sir Reginald Tyrwhitt's son, Lieut. St. J. R. Tyrwhitt, formerly of H.M.S. "Carisle" (which left Hong Kong last month), had been appointed Flag Lieutenant to his father.

Vice-Admiral Arthur Kipling Walstell, C.B. is to succeed Sir Reginald as Commander-in-Chief in the near future and it is expected that he will also fly his flag on "Kent."

ous features in the life of the Colony. When persons are convicted before me I think it my duty to inflict serious punishment.

"Ordinarily, when any cruelty is shown, or any injury inflicted, I direct accused to be flogged."

To the interpreter, his Lordship said: "I see that he is a delicate person and that the doctor has, I think, reported he is not fit to receive such punishment. Under these circumstances I do not order him to be flogged but to receive five years' hard labour."

SUBSCRIPTIONS FOR DEFENCE. The charge against Hui Yau was that of "robbery by two or more" on the night of July 14 (when a typhoon was blowing) at the Luk Wo Yuen market, near Tai Wai village, Shatin, in the New Territory. Three women are alleged to have been robbed of clothing, property and money, the total value being placed at about \$4.

Funds to defend prisoner were raised by subscription among the elders and clansmen of his village. Prisoner's remarkably short stature caused the Chief Justice to ask, on the first day of the trial: "How old is he; he seems to be remarkably short in stature." It was stated that he is 29 years old.

Mr. Smersett Fitzroy (Assistant Attorney-General) prosecuted. Mr. Hin-shing Lo (instructed by Mr. C. A. S. Russ) defended.

THE LAST CASE.

Charges of Kidnapping For Ransom.

The last of nine cases in the very heavy August Criminal Sessions calendar opened this morning in the Chief Justice's court after sentence had been passed on Hui Yau.

Tam Kwai-chuen (alias Tam Tai), Tam Mei, Tam Chung and Tang Kam-shi were arraigned on indictments of forcibly taking off a person for ransom on May 15, and detaining a person for ransom.

Mr. Smersett Fitzroy prosecuted. Mr. Hin-shing Lo also defended in this case but here he was instructed by Mr. F. H. Loseby. The crime is alleged to have been committed at Lung-ku-tan, near Deep Bay, close to the sea boundary of the New Territory.

At the outset his Lordship remarked that the Crown would have to prove that the Court had territorial jurisdiction.

It was not a case of piracy, he said, where the Court had jurisdiction over the high seas. A feature of Mr. Fitzroy's opening address was that there is no common ground between the story for the prosecution and the story for the defence. This he characterized as unusual.

"All four men pleaded not guilty and a jury was empanelled."

MORNING OF COURT PROTESTS.

C. J. & SOLICITOR.

SIR HENRY GOLLAN ON THE DUTIES OF REPORTERS.

"BIG CAPTION LINES."

A protest was made by Sir Henry Gollan, C.B.E., K.C. (Chief Justice) in his Court prior to the resumption of the Criminal Sessions this morning.

His Lordship emphasised that he had not been surprised at the verdict of the jury given late yesterday afternoon. Referring to the duty of Court reporters, his Lordship drew attention to a report in a contemporary part of which he described as "absolutely incorrect."

"These big caption lines which have become such a feature of the Press of to-day" was one of his Lordship's comments.

VERDICT JUSTIFIED.

Sir Henry said:—

"I desire to call attention to a report of the case which was concluded yesterday, which appears in one of the morning papers. I am sure Court reporters will thoroughly appreciate the responsible duties that they have to perform because it is from their reports that the great majority of people get their idea of the administration of justice in the Colony."

This report starts with those big caption lines which have become such a feature of the Press to-day. There is a statement to the effect: 'Chief Justice Surprised' with a note of interrogation.

"I would like it to be known that I was not surprised by the verdict of the jury."

"They paid most careful attention to the facts and I think that their verdict was fully justified. 'The report goes on to say: 'The small boy who made the identification'

TYPHOON COMING!

The following telegram was received from the Manila Observatory at 1.00 p.m. to-day:—

"23rd. 11.30 Typhoon in about 129 deg. Long E., 16 deg. Lat. N. moving W.N.W."

[This typhoon is well away out in the Pacific Ocean but is moving in direct line with Hong Kong.]

S.E. or variable winds, moderate; fair; is the official weather forecast until noon to-morrow. Pressure is high to the east of Japan and over the Yellow Sea. It is low over S. Manchuria and S.W. China.

tion first said he recognised the accused and later went back on his evidence. That is absolutely incorrect. The small boy told the same story before the Police Magistrate as he did in this Court."

ABOUT CHILDREN.

His Lordship continued that the reporter had made some remarks about the evidence of small children and had quoted his Lordship's words which were supposed to have been given in the following effect: 'What they see is always very clear, but at times they can easily be the victims of illusion.'

"What I said was that children often have a limited vision but what they see they see very clearly. I said nothing about illusions at all, but I did go on to add that although a child, left to itself, gives very clear and honest evidence, it is open to be got at and to be coached."

"It is also stated that I said that in a previous case the Police were not at their best in carrying out identification parades. I have had occasion to criticise Police methods and I shall always do so if necessary. But I think reporters ought to be very careful in reporting statements made with respect to the Police."

"I never said the Police are not at their best in carrying out these parades. My criticisms were limited solely to the case I had to deal with at the time. The concluding paragraph said: 'His Lordship, who seemed to show some surprise intimated that he wished to reserve his decision and to consider the case. I take it the obvious inference to be drawn was that it was because of my surprise that I desired to consider the sentence and reserve judgment. The reason why I

CIVIL SERVANT'S DOWNFALL.

BOW-ST. CHARGE.

CONTRAVENTION OF OFFICIAL SECRETS' ACT.

BETTING & MONEYLENDERS.

London, Yesterday. A man named Taylor, aged 27, a Civil Servant, employed at the Air Ministry, was at Bow-street Court charged with contravening the Official Secrets' Act by communicating on August 14 to an unauthorised person information obtained owing to his position.

He was also charged under the Prevention of Corruption Act and sentenced to two months' imprisonment in the Second Division on each charge, the sentences to run concurrently.

Taylor entered the Civil Service as a boy clerk. He offered to supply a contractor with a list of competing Government contractors and their price lists in return for a sum of money.

Taylor, who previously had an excellent character, is married and has one child. His downfall is attributed to betting and moneylenders.—Reuter.

reserved judgment had nothing whatever to do with this alleged surprise, the fact of the matter being that it was very near half past six; it had been a long and trying day; and I thought it only fair to the prisoner that I should consider the sentence with a fresher mind than I had then."

MR. M. K. LO.

Protest Before Police Magistrate.

Before Mr. R. E. Lindsell at the Central Magistracy this morning, Mr. M. K. Lo made mention of the Tai Tung distillery which was recently concerned in a case before his Worship.

Mr. Lo said that the manager of the distillery had instructed him to the effect that yesterday the distillery accountant, and another man, whom Counsel described as a "see foo" (skilled worker) were taken away in a car early in the morning and detained in the Import and Export Office.

Counsel's brother, Mr. Horace Lo, yesterday tried to find out the reason for this detention, but Mr. Lloyd preferred not to see him, because he was then taking a statement. At 4 p.m., yesterday, he (Mr. M. K. Lo) telephoned to Mr. Lloyd about the matter and stated that he saw no reason why the two men should be held and interviewed until 1 p.m., and refused the assistance of their legal advisers.

MR. LLOYD'S REPLY.

Mr. Lloyd's reply to this protest was that the police had the power to hold a man for 48 hours, to which he (Mr. Lo) had replied that Mr. Lloyd was not the police.

Mr. Lo said that he was mentioning the matter to his Worship because he understood that the men had been charged last night and that bail was refused; yet they were not produced before the Court this morning.

Replying to the Magistrate, Mr. B. C. K. Hawkins of the I. & E. Office, who was present in Court in connection with another case, said that he did not know anything about the matter referred to by Mr. Lo. He understood however, that the case was being referred to the Crown Solicitor by his Department.

EXACT POSITION.

Mr. Lindsell said that if the men had been charged last night, as stated by Mr. Lo, then it came under his purview, and they certainly ought to be brought before the Court that morning.

His Worship expressed his desire to know the exact position and requested Mr. Hawkins to make inquiries from Mr. Lloyd if the men had actually been charged, as stated.

Mr. Lindsell remarked to Mr. Lo that if the men had not yet been charged, then he would wash his hands of the matter, as it would not come under his control, and the matter would have to be taken up by Mr. Lo with the Superintendent of the I. & E. Office.

EXPLANATIONS.

After a short absence from Court, Mr. Hawkins returned and reported to the Magistrate that the two men had not yet been formally charged.

U.S. PRESIDENCY.

GOVERNOR SMITH'S "BROADCAST."

CAMPAIGN STARTS.

What The Democrats Promise To Do.

"REAL" OUTLAW OF WAR PLEDGE.

Governor Smith of New York, the Democrat Party's nominee for the Presidency in succession to Mr. Coolidge, who retires from office next March, has wired to millions of "listeners-in" a long statement regarding his policy and that of his Party. He would not tolerate the return of the saloons, but advocated a modification of the prohibition law. He thought that Canada had gone far towards solving the problem by the sale of liquor made by the State. He pledged himself to a "real" endeavour to outlaw war, and dealt with other vital points.

MILLIONS LISTEN-IN.

Albany, Yesterday. Millions listened to Governor "Al" Smith when he broadcast his acceptance of the democratic nomination to the presidency.

He advocated a modification of the prohibition law and promised to deal with the problem of con-nomination to the Presidency.

He assailed Pres. Coolidge's Nicaraguan and Mexican policies and pledged himself to a "real" endeavour to outlaw war.

Neither he nor other Democrats contemplated any sudden drastic changes in the tariff, but advocated "progressive legislation for the protection and care of workmen and the removal of harsh immigration provision

DR. D. H. BALFOUR.

PASSES AWAY AT SEAMEN'S INSTITUTE.

OLD CHINA COAST HAND.

Dr. D. H. Balfour, we are informed, passed away suddenly early this morning at the Seamen's Institute.

The funeral cortege will pass the Monument at 10 o'clock to-morrow morning.

Dr. Balfour was a ship's doctor and was well-known during the past thirty years on the China Coast. For a considerable time he was employed on Messrs. Butterfield and Swire's boats.

The deceased had only recently completed a six months' contract with the Woo Fat Shing s.s. Co., and was to have sailed on Saturday next to the South Sea Islands on the Douglas S.S. Company's s.s. "Hoiyang," on which, it was understood, he had signed articles for the trip.

Dr. Balfour was stated to have been sick all last night, retiring to his room early. He was found dead in bed by his room "boy" at 6 o'clock this morning. It is thought that death must have taken place some time between 4 and 5 a.m.

"WHO ARE YOU?"

MAGISTRATE AND A NEW SOLICITOR.

Mr. W. C. Hung, solicitor, who was recently admitted to practice in this Colony, made his first appearance at the Central Magistracy this morning.

His client was a Chinese named Ho Kee, who was charged before Major C. Willson, O.B.E., with using indecent language. When the defendant's name was called, the following dialogue took place between Mr. Hung and his Worship:—

Mr. Hung: I appear for the defendant, your Worship.

Major Willson: Who are you?—Mr. W. C. Hung of Deacons, Sir.

Are you a solicitor?—Yes, your Worship.

Mr. Hung added that he would like a remand and bail, explaining that he had only that morning been instructed.

His Worship fixed the hearing of the case for to-morrow morning, and allowed bail in the sum of \$100.

causing the separation of families.

Other Subjects.

Governor Smith said he was opposed to the principle of restriction based on figures of immigrant population contained in a census 38 years old. He reaffirmed his stand for the public ownership and control of water-power and emphasised the necessity of inland waterways, reforestation, conservation of natural resources.

Prohibition.

Returning to prohibition, Governor Smith insisted that the present definition of the alcoholic content beverage was admittedly inaccurate and unscientific. Some immediate relief would come from the amendment to the Volstead law, permitting each State to fix its own standard subject to the proviso that the standard did not exceed the maximum fixed by Congress.

Referring to bootlegging throughout the country, he said the people themselves should, after eight years' trial, be permitted to say whether the existing conditions should be rectified; and he mentioned that Canada had gone far to solve the problem by the sale of liquor made by the State.

Stamp Out Corruption.

He proposed ruthlessly to stamp out corruption in the enforcement of his activities and urged a modification of the Eighteenth Amendment which would give to each State, after a referendum, its people the right wholly within its borders to import, manufacture or sell alcohol. He could not tolerate the return of the saloons and promised that legislation should be framed to meet just causes of complaint with regard to the unwarranted issue of injunctions in labour disputes.

Deterrents of War.

Governor Smith declared that the usefulness of Arbitration Treaties as deterrents of war was materially impaired by the Reservations of various nations claiming the right to wage defensive wars as to those Reservations, interpreted in the light of Pres. Coolidge's records, Governor Smith believed that Americans desired to assume a full share in the responsibility for the administration of the world without a political alliance with any foreign nation. He pledged himself to remove the causes of war and to substitute for it a Conciliation Conference and Arbitration by judicial determination.—Reuter's American Service

BRITAIN & MEXICO.

SEQUEL TO REVOLUTIONARY ACTS IN 1919-20.

COMMISSION MEETS.

London, Yesterday. The first meeting was held in Mexico City to-day of the commission set up under the Anglo-Mexican Convention of 1926 for the settlement of British pecuniary claims for the loss or damage by revolutionary acts in Mexico between November 20, 1919, and May 31, 1920.—Reuter's Wireless Service.

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TO LET.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

TO LET.—To the end of October next four-roomed bungalow together with garage on motor road near Magazine Gap. Fully furnished, modern conveniences. Apply P. O. Box 22.

TO LET.—315, Nathan Road, 2nd floor, 4-roomed FLAT with flush system. Apply to Y. Lee, 337, Nathan Road, Kowloon.

TO LET.—In Causeway Bay, top floor, No. 2B, Dragon-terrace, 4 rooms, bath-room, hot and cold water, water closet, servants' quarters, etc.—Apply M. C. CHOW, c/o Clark & Tu, Architects & Civil Engineers, No. 10, Des Voeux-road Central.

FAMILY HOTEL—Victoria Gardens. Quiet APARTMENTS and SUITES of rooms. Full board from \$95, \$110, \$130 monthly, large commodious rooms, also daily rates; five minutes from Ferry, next new Hotel, Hankow Road, Kowloon. Tel. No. K. 357.

TO RENT.—7, Middle Rd., Kowloon, near Peninsula Hotel. Furnished rooms, private baths, geyser, verandahs facing harbour; suit gentlemen; board if desired, or breakfast only.

TUITION GIVEN.**SPECIAL PHYSICAL CULTURE CLASS.**

Mme BARONELLI, ARTISTE.—School of dancing for children and adults. Special Physical Culture class for Stout and Stiff Ladies. Address 31, Ashley Road, Kowloon (Back of Star Theatre).

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS and SMALL BOYS.** A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY.
(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 5a, Wyndham St., Telephone Central 22.

PUBLIC AUCTIONS.**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th day of August, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mongkok, in the Colony of Hong Kong for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rent	Trunk Price
No. of Lot	Locality	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.
1	At Mongkok, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years less three days.			
As per sale plan.			1,762	5,040

**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th day of August, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rent	Trunk Price
No. of Lot	Locality	N. S. E. W.	ft. ft. ft. ft.	ft. ft. ft. ft.
1	At Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.			
As per sale plan.			4,351	5,720

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As per sale plan.			4,351	5,720

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

Our men are employed by the leading passenger lines. We guarantee satisfaction.

Please phone or call:—K.561—No. 2, Saigon Street, Yaumatei or C.2560—No. 36, Tung Man Street.

**LAMMERT BROS.**

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, SATURDAY & MONDAY,

the 24th, 25th & 27th August, 1928,

commencing each day at 10.30 a.m.,

at the premises of

Messrs. Wm. Powell, Ltd.,

Des Voeux Road, Central.

The Remainder of Stock and Shop Fixtures and Fittings.

Comprising:—

Ladies' Dresses, Hats, Trimmings, Underclothing, Dress Materials, Rain Coats, Stockings, Gloves, Shoes, Flowers, Braids, Oddments, etc., etc.

Teak and Glass Showcases, Teak Counters, Teak Shelves with Drawers, Large Mirrors, Show-stands, etc., etc.

Ceiling Fans, Ceiling Lights, and Electric Fittings, Shop Fittings, etc.

(to be sold in small lots to suit purchasers)

Carpets, Carpet Runners, Crockery, Glass Ware, E. P. Ware, Iron Bedsteads, Toys, Ornaments, etc., etc.

On View from 10 a.m. Thursday, the 23rd August, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 21st August, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

SATURDAY, 25th August, 1928,

at 12.30 p.m.,

at their Sales Room, Duddell Street.

One "Adelphi" Motor Car, 19 H.P., 4 Cylinders, 5 Seats.

(now stored in the Garage of The Dragon Motor Car Co., Ltd., Wong Nei Chong).

Terms:—As Customary.

LAMMERT BROS., Auctioneers.

Hong Kong, 23rd Aug., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, the 28th August, 1928,

commencing at 2.30 p.m.,

at their Sales Room, Duddell Street.

A Large Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

Chesterfield Couch and Arm-chairs, Glass Cabinet, Decks, Table Fans, Hatstand with Mirror, Carpets, Rugs, Curios, Silver Ware, Ornaments, Victor and Columbia Gramophones, Records, Curtains, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards, Dinner Waggon, Glass Ware, Cutlery, Dinner and Tea Crockery, Teak Ice Chests, etc., etc.

Iron and Teak Bedsteads with Mattresses, Single and Double Wardrobes with Mirror, Doors, Marble Top Washstands, Dressing Tables, Camphor and Teak Wood Chests of Drawers, Side Tables, Cupboards, Chamber Stands, Toilet Crockery, etc., etc.

also

A Quantity of FINE ANTON BLACKWOOD FURNITURE

and

One Grand Piano

One Enamel Bath

One White Frost Refrigerator

Two Wardrobe Trunks

Two Trunks

One safe by Samuel Wither & Co.

Catalogues will be issued.

On View from Monday, the 27th August, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 22nd August, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

WEDNESDAY, 29th August, 1928,

commencing at 11 a.m.

at the godown of

The China Light & Power Co., Ltd.,

Nathan Road, Mongkok.

(near the Mongkok Police Station).

A Quantity of Old Lead Covered and Steel Tape Armoured Cable, Oil Switches, Underground Junction Boxes, Transformers, Rotary Converters, Metal Filament and Gas Filled Halowatt Lamps, Rubber Tyres and Inner Tubes, etc.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 23rd Aug., 1928.

NOTICES.**HONG KONG FOOTBALL ASSOCIATION.**

CLUB SECRETARIES are reminded that August 31st is the last day for which application for affiliation for the ensuing year can be accepted.

W. E. HOLLANDS, Hon. Secretary.

Hong Kong, 23rd August, 1928.

HONG KONG AMATEUR FOOTBALL LEAGUE.

CLUB SECRETARIES desirous of entering teams in the above League for this season are reminded that entries close on the 31st August. Entrance fee \$20 for each team to accompany the application.

W. E. HOLLANDS, Hon. Secretary.

Hong Kong, 23rd August, 1928.

HONG KONG FOOTBALL ASSOCIATION.**REFEREES AFFILIATION.**

REFEREES wishing to affiliate to the above Association for the ensuing year, should apply to the undersigned for the necessary form.

W. E. HOLLANDS, Hon. Secretary, H.K.F.A.

Hong Kong, 23rd August, 1928.

LOST.

IT IS NOTIFIED that the receipt for the deposit money of the H.K. Gas Co. has been lost. If same is recovered it shall not be valid.

EMPRESS CAFE.

H. K. V. D. CORPS.**AQUATIC SPORTS**

will be held at

VICTORIA RECREATION CLUB

on

FRIDAY, 24th AUGUST,

at 9.00 p.m.

Dancing at conclusion of Sports.

MAIN ATTRACTIONS:

Inter-Company Team Race

Water Polo: Corps v. K.O.S.B.

Tickets of Admission \$1.00 (Soldiers and Sailors in Uniform 50 cents).

Obtainable at Volunteer Headquarters and Victoria Recreation Club.

WEDNESDAY 29th & FRIDAY 31st AUGUST

At 9.15 p.m.

THEATRE ROYAL.**CECILIA HANSEN**

THE WORLD'S GREATEST WOMAN VIOLINIST

IN

TWO VIOLIN RECITALS.

AT THE PIANO

BORIS ZAHKAROFF.

PRICES:—\$4, \$3 & \$2.

BOOKING AT MOUTRIE'S.

Direction:—A. STROK.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON

MONDAY, the 27th August, 1928,

commencing at 10.30 a.m.

at the premises of

Messrs. Wm. Powell, Ltd.,

Des Voeux Road, Central.

A Quantity of

SHOP FURNITURE and

FITTINGS.

Comprising:—

Teak Counters, with Drawers, Teak Glass Showcases, Teak Shelves, Large Mirrors, Teak Tables, Teak Decks, Ceiling Fans, Table Fans, Ceiling Lights, etc.

Also

One Saunders Patent Carding Machine

And

One Fairbank Patent Weighing Machine

On View Now

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 23rd Aug., 1928.

A TAXI

can be had in Pedder Street at anytime.

LOYALIST INDIA.**MAHARAJA HOPES FOR SEAT IN PARLIAMENT.**

London, May 18.

His Highness the Maharajah, Maharaja Bahadur of Burdwan, the Hon. Sir Bijay Chand Mahtab, hopes soon to have an opportunity of championing the cause of Loyalist India in the House of Commons.

The Maharaja of Burdwan—the style by which he is better known in this country—only retired from an active political life in India a year ago. Since then he has spent the greater part of his time in London, urging that the future prosperity of his country can only be secured by British rule as a protection against the designs of Soviet Russia and the dangers of internal conflict.

The "Morning Post" has already announced that he is shortly to pay a three days visit to the Philip Stott College at Northampton, where Conservative speakers and candidates are trained. It is his intention there to deliver a series of lectures and to study the methods of training.

In an interview yesterday the Maharaja's secretary told a "Morning Post" representative that the Maharaja had for some time been considering the possibility of furthering the cause to which he has devoted his life by seeking election to the House of Commons.

It was only a few days ago that the Maharaja, when speaking at the Caxton Hall on Indian reforms and the work of the Simon Commission, attracted attention by his warning that

"If India is tired of the white rule, and if the British are tired of ruling India, then India must be prepared either to be ruled by the yellow races or by those brown races whose religion is other than Hinduism, or by Soviet Russia."

Eligible for Election.

Although not a member of the Order of Indian Princes, the Maharaja has held a prominent place in the Government of his native land. For many years he was a nominated non-official member of the Council of State of the Government of India, and for six years before he was a member of the Bengal Council.

He will be remembered as one of the three Indian delegates to the Imperial Conference in London in 1926.

When he retired from Indian political life in April last year he declared that he did so only because the powerful minority of which he was a member was influenced to some extent by sections of the intelligentsia who wished to be rid of British rule.

A race from New York to the White House at Washington between an elephant and a donkey—symbols of the major American political parties—was recently arranged for to settle a bet. Mr. J. B. Martell, an ex-army officer, as a staunch Republican, claims that the elephant will never be beaten by the Democratic donkey, while Mr. Frank Russo, another ex-Serviceman, declares to the contrary. Mr. Martell will act as mahout and Mr. Russo as muleteer, and as both men are amateurs the race should be an amusing one, even though the outcome be devoid of political significance.

On celebrating her hundredth birthday Mrs. Sarah Cox, of 32, Hospital-road, Bury, St. Edmunds, received a telegram of congratulation from the King and one hundred new shillings from members of the borough corporation and others.

YEE FOO LUN.

Chinese Herbalist.

Over twenty-five years' Practical experience in America curing the sick with Chinese herbs, is now within your reach.

If you are suffering from Catarrh, Kidney, Stomach trouble, Dropsy, Indigestion, Constipation, Eczema, Blood Poison, Diabetes, Bright's Disease, Lung, Constipation, Tumors, Ulcer, Hay fever, Malaria, Nervousness, Rheumatism, Coughs, Throat Trouble, or other ills, there is hope for your relief through the "POO ON CHINESE HERBS."

POO ON HERB CO.,

56, Queen's Road, Central.

Phone C. 5009.

THE BAKILLY CO., LTD.

153-155, Des Voeux Road Central.

DEALERS IN DRUGS.

Surgical Instruments, Optical,

Toilet Articles, Blankets,

Umbrellas, Hosiery

and Sundry Soft Goods.

Manufacturer of

Toilet Preparations & Perfumery.

Code A. B. C. 5th Edition & Bantleys

Office Telephone No. 2555.

Factory Telephone No. 757.

Cable Address (Bakilly).

THE HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.

Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL; MAJESTIC HOTEL.

Telegraphic Address: "CENTRAL, SHANGHAI"

HOTELS,

LIMITED.

In association with the Grand Hotel des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms,

10-10-1964

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

TRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong	Destination
NALDERA	10,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,134	15th Sept.	Marseilles, London, Antwerp & Hull.
KASHGAR	9,005	29th Sept.	Marseilles, London, Antwerp & Hull.
MIRZAPORE	6,715	12th Oct.	Straits & Bombay.
MOREA	10,953	13th Oct.	Marseilles & London.
KHIVA	9,135	27th Oct.	Marseilles, London & Hull.

(Cargo only. * Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Pireus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	10th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,010	1st Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	13th Oct.	Singapore, Penang & Calcutta.
TALMA	7,000	19th Oct.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

PANDA	6,956	31st Aug.	Manila, Sandakan, Thursday Island.
ST. ALBANS	3,500	28th Sept.	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,006	2nd Nov.	
TANIA	6,956	30th Nov.	
ST. ALBANS	3,500	28th Dec.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.

The E. & A. S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,
Kobe, Manila, Tawau, Timor, Darwin, or other ports en route as inducement
to passengers.

Frequent connections from Australia to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

GAMBADA	5,207	30th Aug.	Moji, Kobe & Osaka.
NAGPORA	5,283	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama.
TAKADA	6,010	8th Sept.	Amoy, Shanghai, Moji, Kobe & Osaka.
MIRZAPORE	6,715	13th Sept.	Shanghai, Moji, Kobe.
MOREA	10,953	14th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	17th Sept.	Amoy, Moji, Kobe, Yunnan & Osaka.
LATORE	5,202	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	28th Sept.	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passages Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "LYCAON"	.....	Via Suez Canal	24th Aug.
S.S. "PHELIUS"	.....	Via Suez Canal	21st Sept.
S.S. "CITY OF WELLINGTON"	.....	Via Suez Canal	5th Oct.
S.S. "ACAPENOC"	.....	Via Suez Canal	17th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:-

GUTHRIE & SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHYSON & CO., LTD., Canton.

"FELIX ROUSSEL" THE WORLD'S DEBT.

NEW MESSAGERIES MARITIMES
LINER.

17 KNOTS.

The latest addition to the fleet
of the Messageries Maritimes, is
the "Felix Roussel" which will be
capable of a speed of 17 knots.

The "Felix Roussel" is a motor
passenger liner, of ample accommo-
dation and fitted with modern con-
veniences.

The main Sulzer machinery will
develop 11,000 h.p. and there
will be two auxiliary engines de-
veloping 550 h.p. at 250 r.p.m.
and three of 450 h.p.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.From LEITH, MIDDLESBRO',
LONDON AND STRAITS.THE Steamship
"BENLAVERS"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazar-
dous and/or extra hazardous God-
owns of The Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
whence, and/or from the wharves,
delivery may be obtained.

No claims will be admitted after
the goods have left the Godowns,
and all goods remaining undelivered
after the 25th inst. will be
subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 12th
proximo or they will not be re-
cognised.

All broken, chafed, and damaged
goods are to be left in the Go-
downs, where they will be examined
on the 28th inst., at 10 a.m., by
Messrs. Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 22nd August, 1928.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Steamship,
"VENEZIA L."

From Trieste, Venice, Brindisi,
Port Said, Massada, Aden, Karachi,
Colombo, Penang and Singapore.

CONSIGNEES of Cargo are
hereby informed that all Goods
are being landed at their risk into
the Godowns of the Hong Kong and
Kowloon Wharf & Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary be
given before 20th instant.

No claims will be admitted after
the Goods have left the Godown,
and all Goods remaining undelivered
after the 26th inst. will be sub-
ject to rent.

All claims against the vessel
must be presented to the under-
signed on or before the 5th prox.
or they will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Go-
downs, where they will be examin-
ed on the 25th inst., at 10 a.m. by
our surveyors, Messrs. Goddard &
Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
DODWELL & CO., LTD.,
Agents.

Hong Kong, 20th Aug., 1928.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From EUROPE AND STRAITS.

THE Steamship
"BENVANNOCH"

CONSIGNEES of Cargo are
hereby informed that all Goods are
being landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence and/or from the wharves
delivery may be obtained.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining undelivered
after the 24th inst. will be
subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 7th Sept.
1928, or they will not be recognis-
ed.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
23rd inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 16th August 1928.

THE WORLD'S DEBT.

(Continued from Page 4.)

that the finest and largest pas-
senger vessels in the world should
be engaged in service between the
Old World and the New.

Apert from the conveyance of
merchandise, the great function
of the mercantile marine is to
convey passengers to and from all
parts of the world. Travel, whether
for business, education,
health or pleasure, has assumed
increasingly large proportions,
and correspondingly great de-
velopments have taken place in
the direction of providing facili-
ties for people of every class to
travel from one part of the world
to another, with the minimum of
risk and in comfort, similar to
that to which they are accus-
tomed in their own homes.

There is one modern develop-
ment to which I should particu-
larly like to refer, and that is the
growth in recent years of what is
generally known as "tourist
third-cabin traffic," whereby
people of modest means can travel
comfortably and at small ex-
pense between North America
and the countries of the Old
World. I venture to think that
the great passenger shipping
companies, in laying themselves
out to foster and encourage this
novel feature in ocean travel, are
doing work which is of far-reach-
ing significance. This new traffic
has been created and promoted
through the facilities afforded by
shipping companies to a new and
large body of people who never
before conceived the possibility of
crossing the Atlantic within the
space of an ordinary holiday.

The great war afforded a
tremendous stimulus to mechanical
invention, and one of the most
interesting manifestations of this
is in the direction of new methods
for the propulsion of merchant
ships. Since the war the motor
vessel has been evolved as a prac-
tical proposition, and is slowly but
surely taking the place of the
steamer in many of the regular
liner trades of the world. Motor
vessels of increasing size and speed
are being built to carry passengers
across the highways of the ocean,
and I do not doubt that even larger
vessels will be fitted with motor
engines.

In conjunction with the late Lord
Pirrie, I have personally, so far as
Britain is concerned, been more
closely associated than other British
shipowners with the introduction
and adoption of the internal-com-
bustion engine for merchant ships.
Consequently, I can speak on this
subject from experience. The com-
panies under my control now have
ninety motor vessels in commission
or building of over 560,000 gross
registered tons.

THE MOTORSHIP.

In my view there is no doubt
that the motorship has come to stay,
and that it is particularly well
adapted for service on many ocean
routes. In saving space by carry-
ing oil in double bottoms and hav-
ing no coal bunkers or boilers, in
saving time for bunkering, in
cleanliness, etc., the advantages are
obvious, whilst I believe that, with
improved and more uniform
methods of construction, the first
cost of motor engines will be gra-
dually reduced.

The White Star Line now have
building at Belfast for their Liver-
pool-New York service a motor
vessel of over 26,000 tons, gross
register, which will, it is hoped, be
placed in commission in the autumn
of next year. This will be not only
the biggest vessel engaged in this
service, but will be the largest Brit-
ish motorship.

The United States, with her vast
oil supplies, has been quick to grasp
the advantages of the use of oil in
the propulsion of ships, and many
motorships services radiate from her
ports to all parts of the world. The
development of the motor vessel
does not by any means exhaust the
story of the revolution which is
taking place in the methods of
marine propulsion.

There is another form of propul-
sion which is being adopted with
marked success, viz., the turbo-
electric drive. This type of engine
was first used in U.S., and the pas-
senger steamer "California," owned
by the International Mercantile
Company, which was recently com-
pleted, was the first passenger ship
fitted with the turbo-electric drive
to be placed in commission. Whilst
the internal-combustion engine and
the turbo-electric drive are modern
developments in marine propulsion,
much close study has been devoted
to exploring other possibilities, such
as the Diesel-electric drive, and also
to improving old methods of pro-
pulsion, and there is no doubt that
a wide scope exists for increasing
the efficiency of the steam engine
by means of super-heating and
otherwise.

COAL POSSIBILITIES.

Possibilities also lie in the direc-
tion of utilising coal in a form other
than by burning it under boilers,
through the development of an econ-
omic method of extracting oil
from coal or by using coal in

powdered form, although the latter
method will probably be suitable
only for cargo vessels. Interesting
experiments have been carried out
in the latter connection, notably the
one on the steamer "Mercer," be-
longing to the United States Ship-
ping Board.

The White Star, as you are
aware, has ordered a large new
vessel for the mail service between
Southampton and New York, which
will, I hope, fully maintain the
great traditions of a line which has
constituted a not unimportant link
between the New and Old World for
three-quarters of a century. Natu-
rally, at a time when so many
developments are taking place in
marine propulsion, the question of
the type of engines for such a big
ship presents a problem of con-
siderable magnitude, and no pains
will be spared to secure propelling
machinery of the most efficient
character.

In the autumn of this year I
propose to re-visit the United
States, to which I am looking for-
ward very much. I have always
admired the broad and big con-
ceptions which inspire American
business men, and I hope to take
the opportunity while in the States
of gaining a closer insight into con-
ditions on the spot, and first-hand
knowledge of the way in which
affairs are moving in your great
country.

In conclusion, Lord Kylsant
said:—"I am convinced that the
greater and freer intercourse and
co-operation between the people of
one nation and another, the more
potent will be the factors assisting
to ensure, by community of
interests, the peace of the world,
which the Government of the United
States of America has shown in
practical form its desire and
readiness to secure and safeguard."
—"Journal of Commerce."

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of
Canada" from Hong Kong on
August 8, left Yokohama on August
15, noon, and is due at Vancouver
on August 25.

The B. I. s.s. "Gambada" left
Singapore for this port yesterday
a.m., and is due here on August
27 p.m.

The C.P.S. R.M.S. "Empress of
Russia," Capt. A. J. Hosken,
R.N.R. (from Manila) is due here
on August 26 at 9 a.m., and will
berth at Pier No. 5, Kowloon
Wharf. She will leave here for
Victoria and Vancouver, B.C., via
Shanghai, Nagasaki, Kobe and
Yokohama on August 29 at noon.

The M.V. "Sumatra" (Swedish
East Asiatic Co., Ltd.) left Ham-
burg on July 22, and is due here
on or about August 31.

The C.P.S. R.M.S. "Empress of
Asia" left Vancouver for Hong
Kong, via Japan ports and Shang-
hai, on August 16, and is due here
on September 3.

The D. & Co. s.s. "Toledo" sail-
ed from Norfolk on July 26, and
is expected here on Sept. 24.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s.
"Benvenoch" are reminded to take
delivery of their goods which will
be subject to rent after August 24.

Consignees of Cargo ex s.s.
"Venezia-L" are reminded to take
delivery of their goods which will
be subject to rent after August 26.

Consignees of Cargo ex s.s.
"Benlawers" are reminded to take
delivery of their goods which will
be subject to rent after August 29.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Jackson	.....	Aug. 28th at 7 a.m.
Pres. McKinley	.....	Sept. 11th
Pres. Grant	.....	Sept. 25th
Pres. Cleveland	.....	Oct. 9th

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Taft	.....	Sept. 4th
Pres. Jefferson	.....	Sept. 18th
Pres. Lincoln	.....	Oct. 2nd
Pres. Madison	.....	Oct. 16th

\$120, \$112 Special through rates to Europe via United States
rail lines across United States and Canada, liberal stop-over privileges for
sight-seeing.

Europe and New York Direct

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal,
Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Monroe	.....	Aug. 26th 8 a.m.
Pres. Wilson	.....	Sept. 9th 8 a.m.
Pres. V. Buren	.....	Sept. 23rd 8 a.m.
Pres. Hayes	.....	Oct. 7th 8 a.m.
Pres. Polk	.....	Oct. 21st 8 a.m.
Pres. Adams	.....	Nov. 4th 8 a.m.

To Manila

Pres. Taft	.....	Aug. 26th 6 p.m.
Pres. McKinley	.....	Sept. 1st 6 p.m.
Pres. Jefferson	.....	Sept. 15th 6 p.m.
Pres. Grant	.....	Sept. 29th 6 p.m.
Pres. Lincoln	.....	Oct. 13th 6 p.m.
Pres. Cleveland	.....	Oct. 27th 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795
Cable Address "Dollar."

CANTON BRANCH—304 Ka Naam Tong Building.

SPECIAL ROUND-TRIP SUMMER FARES.

From Hong Kong to Shanghai and return .. HK \$120.00

and return .. HK \$210.00

and return .. HK \$235.00

Round-trip Tickets at the above rates will be sold until

September, 21st, and will be valid for return up to

Three months from date of issue.

American Mail Line

Dollar Steamship Line

THE KWONG HIP LUNG CO., LTD.

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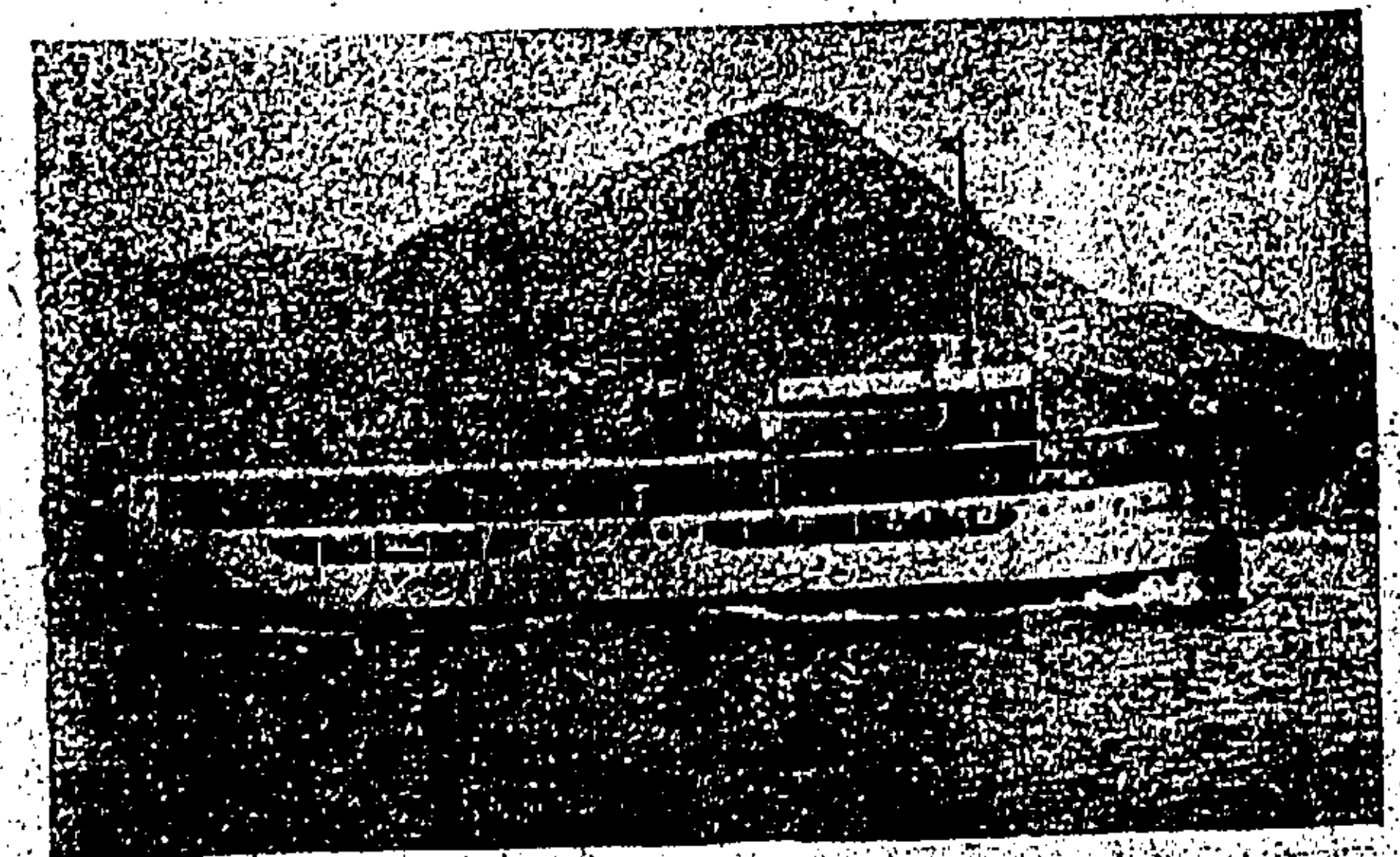
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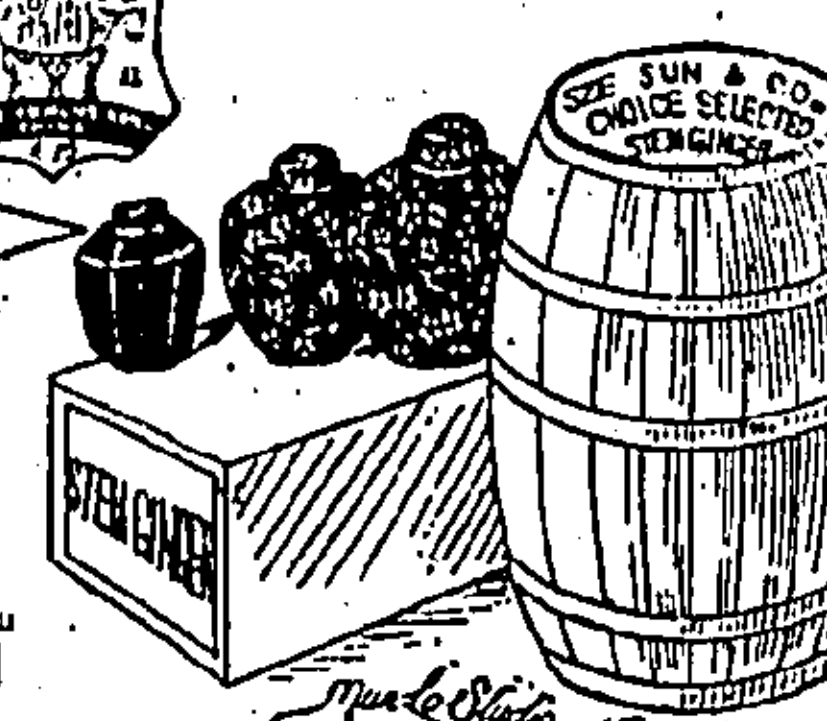
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Hong Kong, Thursday, Aug. 23, 1928.

MEANING OF NATIONALISM.

Several readers have expressed in print their views on Chinese Nationalism. One of them, whose claims to disinterestedness bear the stamp of sincerity, wishes to know how the word nationalism is understood here. He says: "From the Westerners' point of view nationalism means the policy of a national independence or to strive after national unity or independence." He also says: "The Easterners, especially the Chinese, understand it as defined by the late Dr. Sun, in his 'Three Principles of the People' as 'that precious possession which enables a state to aspire to progress and a nation to perpetuate its existence.' No matter how it is understood, true Nationalism can have only one meaning. As the name of a political party, however, it is apt to lose its intended significance, just as any stock phrase is liable, by common usage, to be taken as indicative of something only distantly associated with its original definition. Take, for instance, the terms, 'Republican' and 'Democrat' as the names of the two dominant political parties in the United States of America. Or, for that matter, those of 'Conservative' and 'Liberal' as representing sections of political thought in Britain.

These names remain because they are so well known and so widely used. The names of a number of commercial institutions, even in Hong Kong, are misleading if they are taken to convey the nature of business chiefly transacted. And it is the same with the Nationalist Party of China. The term 'Nationalist Party' is only a translation of

rect literally and practically, be it noted. In Chinese, of course, it is the Kuomintang which, when pronounced in Cantonese, might be rendered in English as Kwok Man Tong. The last character, whether it is spelt tong or tang, denotes essentially a political faction or party. Nationalism is, therefore, the creed of the Kuomintang, that is, of a certain political party. Our correspondent, "Uninterested," may call it a policy (according to Western views) or a "precious possession" (as construed by the late Dr. Sun Yat-sen, the founder of the Kuomintang).

The same correspondent also said that he failed "to apprehend the true significance" of our "assertion . . . that 'Nationalism' (the non-de-plume used by another correspondent) is doing nationalism a deal of harm by rushing into print." There is no necessity for us to recapitulate the points which we mentioned in this column as prejudicial to the interests of the Chinese Nationalist Party if they were stressed and argued upon in an effort to make right out of wrong. The main point is that some of the spokesmen of the Nationalist Party maintain to the world that they are speaking for the majority, if not all, of the Chinese people, and that the voice of China is heard in their utterances. That, we submit, is going too far. No political organisation in the world, not even Mussolini's Government, can say that it speaks for everybody in the nation. And the Kuomintang has yet to substantiate its claim that it speaks for the majority. There is evidence of serious discord in the acquisition by the Kuomintang of Hankow against Dr. C. T. Wang for signing the Nanking Agreement with Britain. There is also the evidence of the absence of unity in the fifth plenary session of the Kuomintang.

The Coats of Paisley.

In some respects the Coats family, the cotton thread manufacturers of Paisley, Scotland, are even more wonderful in their accumulation of wealth than the Rothschilds or any other enormously rich family. No doubt the Rothschilds and others have accumulated a much larger amount, but it may be doubted if even they have had in their family during the past three generations a dozen members all of whom were millionaires many times over. As was stated in one of the British Wireless telegrams published in yesterday's "China Mail," the Coats have had no fewer than twelve millionaires in their family since they started their world-famous business some one hundred years ago. The concern began

day and for many a day it has been one of the largest of its kind with branches throughout the world. To hold shares in Coats's was and is to hold one of the most profitable stocks in the commercial world. A truly remarkable feature regarding several of these millionaire Coats's was that at least three of them died intestate. They were keen businessmen in every respect, and yet when they came to pass away it was found that they had been, so far as their own personal wealth was concerned, so unconcerned, indifferent or unbusinesslike as to leave no will. Yesterday it was cabled that the head of the firm, Mr. William Hodge Coats, had just died, and it will be very interesting to note whether he has followed the example of his brothers in dying intestate. The family have long been regarded as model employers and their generosity and philanthropy are well-known far beyond their native Paisley, to which little town they have long been never-failing benefactors.

The mistress of a cargo boat was fined \$19 this morning for using her boat to carry passengers.

The Rev. W. T. Featherstone expects to be back in Hong Kong, from his holiday in Formosa, on August 29.

Announcements concerning the H. K. Football Association and League appear in the advertisement columns to-day.

The masters of two fishing boats, who were charged with using bright lights for fishing in the harbour, were each fined \$10 this morning.

For not exhibiting regulation lights, the coxswain of the steam launch "Kamsang" was fined \$15 by Commander J. B. Newill, D.S.O., R.N., at the Marine Court this morning.

For the theft of a quantity of cloth from No. 134 Tai Nam street, a Chinese, described as a mechanic at present unemployed, was sentenced to 4 months' hard labour at the Kowloon Court to-day.

For causing unnecessary pain to 10 chickens by carrying them in a crate of "un-sufficient dimensions," a Chinese was fined \$5 at the Kowloon Court to-day. For a similar offence to two pigs, a Chinese was fined \$2.

Recently tried by a District Court Martial on a charge of deserting from His Majesty's service, Private Harold Cole, of the 1st Queen's Royal Regiment, has been found guilty and sentenced to 56 days' detention.

A Chinese youth was discharged from the Kowloon Court to-day, where he appeared for hawking without a licence. He said that his father and mother were both dead, and he was supporting his younger brother, who was a cripple.

A Chinese named Tsui Sze (24) a cook employed on the first floor of No. 3, Praya East, is suffering from injuries to his back and legs, alleged to have been received through being assaulted, in Sharp street, by two Shantung men, who were stated to have been armed with fire irons.

Through the Courtesy of the Svedsh Trading Co. Ltd., Hong Kong, we have received some interesting copies of "A.G.A." Journal, the house-organ of the Gasaccumulator, Stockholm. Reference is made to the traffic beacon at the Paddar-street crossing, which was supplied by the A.G.A. Company.

Stating that he was a disbanded soldier, a Chinese was sentenced to 2 months' hard labour at the Kowloon Magistracy this morning for the theft of 5 packets of cigarettes. He said he came from Singapore, but had fought in Nanking. He had been only two days in the Colony.

Li Chung-ye, master of the Man Yuen compradore shop, No. 28, Queen's-road East, reported to the police that he yesterday entrusted a foki named Chung Kap-po (20) with \$505 to pay debts to various stalls at the Central Market. Chung is alleged to have absconded with the money.

News was received by cable in Hong Kong, to-day, of the death in Canton last night of the father of Dr. Wong Tsz-chuen, a well-known local Chinese medical practitioner. Death was understood to have been sudden. The deceased was a brother of Professor C. Y. Wang of the Hong Kong University, and of Dr. Wang Chung-nui, the recently appointed Chinese jurist at Hague. The sympathy of a circle of friends in Hong Kong will go to the deceased's son and also to Professor Wang in their sad bereavement.

Members of the Reel Club are reminded that the club's first annual general meeting will be held this afternoon at 5.15 in the old Chamber of Commerce Room, City Hall. A full attendance of members is particularly requested.

Just released from hospital, a complainant appeared at the Kowloon Court this morning with his head bandaged, while the defendant, a coolie, was before Mr. W. Schofield on a charge of assault. Both parties were bound over in a personal bond of \$75 to keep the peace for a year. In addition the defendant was fined \$25 or a month.

In trying to make his escape, a Chinese injured himself when jumping from the kitchen window of No. 117 Woo-sung-street, Yau-mat, yesterday. Owing to the severity of his injuries, the man was easily caught. He appeared before Mr. W. Schofield at the Kowloon Magistracy this morning on a theft charge and was sentenced to 3 months' hard labour.

A fine of \$10 each was imposed on 11 cargo boat masters and mistresses who were found mooring their boats within 100 yards of the shore between Jardine Wharf and China Merchant's Wharf this morning. The defendants' excuse was that they were waiting for a Wuchow boat in order to discharge the cargo, but this did not satisfy the Court, as none of them had a night permit.

CECILIA HANSEN.

NOTED VIOLINIST TO APPEAR.

HER PROGRAMME.

Advices that have just reached the Colony from Mr. Strok in Shanghai indicate that the public of Singapore greeted Miss Cecilia Hansen's first appearance there (incidentally, her debut in the Orient) on August 14, with a great ovation. The press unanimously agrees that Miss Hansen has well sustained her reputation of being the world's greatest woman violinist. Hong Kong music lovers are promised a unique treat when Miss Hansen gives her first violin recital here on Wednesday, August 29 at the Theatre Royal. Miss Hansen's first programme is as follows:—

1. Ciaconna Vitali
 2. Concerto D Major Tchaikowsky
 - Allegro moderato
Cannonetta
 - Allegro vivacissimo
 3. La Folia Corelli-Kreisler
 - a. Recitative & Scherzo (Violin only) Kreisler
 - b. Hungarian Dance Brahms
 - c. Poupée valse Poldini
 - d. Rondo des Lutins Bazzini
- Miss Hansen who is accompanied by her husband accompanist Mr. Boris Zaharoff arrives in Hong Kong on Tuesday, August 28, by the French Mail liner "Athos II," from Singapore via Saigon where she also gave recitals. Booking for Miss Hansen's two concerts has already opened at Moutrie's and her season promises to be one of the most successful ever enjoyed by an artist of such great rank in Hong Kong.

HOUSEWIFE'S DEATH

ELECTROCUTED BY A VACUUM CLEANER.

The jury at the inquest on Mrs. Emma Eugenie Willman, aged 51, of Hilldown-road, Streatham, wife of a Lambeth Borough Councillor, who was found dead in her drawing-room, clutching an electric vacuum cleaner, returned a verdict of Accidental Death, caused by a defective switch on the vacuum cleaner, and recommended that these machines be not supplied to the public unless they are properly insulated with non-conducting material, states the "Evening Standard."

Dr. Lucas, a pathologist at King's College Hospital, said that Mrs. Willman died of paralysis of the heart, caused by a long-continued electric shock. Mr. Charles Alfred Baker, a divisional engineer of the London County Council and senior electrical inspector for the County of London, said:—

"I found that the upper part of the handle of the cleaner is 'alive' electrically."
Coroner.—Is the switch defective or the design?
Mr. Baker.—The switch in this apparatus is defective. I think this is one in ten thousand. If you asked me to examine ten thousand I should not expect to find one defect like this.
Mr. Baker added: It was quite proper for a switch to be in the handle of a vacuum cleaner. He did not think it necessary for such machines to be officially inspected before being sold to the public. He had never before known of a case of a person being killed in such a way.
"If all machines were fitted with non-conducting material, a fatality of this kind could not happen."

P'RAPS-P'RAPS NOT!

An old Lancashire couple sat over the fire one evening. After a long silence the old man asked: "What's oop, lass Tha's quiet."

"I'm just athinkin', John," said his wife.

"And what's tha thinkin' about?" asked her husband.

"Well, I've been athinkin'," his wife replied, "we've been together a long time now. It can't go on for ever, ye know. The time will come and one of us will have to go."

"Ay," said the old man, "but it's no use worritin' yerself."

"No," was the reply, "but I was just athinkin' as when it did happen I should like to go an' live at Southport!"

Puddleton's only toy shop was, it must be confessed, a rather magnificent affair. There were two steps down to it from the street, and it was very dark. But to the youth of the village with a penny to spend it represented the height of luxury and wonderment.

One day a small boy, having flattened his nose against the little window for some time, entered and looked round at the treasures.

Miss Potkins, behind the counter, waited for his order.

"What do you want, dear?" she inquired at last. "A drum—a trumpet—a—"

"No," said the little chap, sadly. "I don't want nothin'. I j-just came to see what I c-could have bought if I hadn't lost my penny!"

Examiner: "You are driving an express train down an incline at an excessive speed. What do you do?"

Candidate: "Apply the Westinghouse brakes."

Examiner: "They don't act."

Candidate: "Put on the emergency brakes."

Examiner: "Not powerful enough to reduce the speed."

Candidate: "Reverse the steam pressure."

Examiner: "The wheels refuse to grip the metals."

Candidate: "Pour sand on the metals."

Examiner: "Being damp, the sand won't pass through the pipes. Now what do you do?"

Candidate: "Let her rip! We are on the level now."

What happens, asks a writer, "when the modern husband rises and asserts himself?"

"He gets his own breakfast."

A business man calling on a Scottish broker in the city noticed that the slow, hesitating conversation for which

TAX PROTEST.

KIUKIANG TRADERS STOP BUSINESS.

MILITARY DEVELOPMENTS.

Kiukiang, Yesterday. In protest against the levy by the Kiukiang provincial authorities of the provincial interior commercial tax which the Nationalist Government of Nanking has declared to be illegal, the Chinese merchants and bankers of Kiukiang, the Yangtze port of Kiukiang, have, it is reported, stopped business.—British Naval Wireless.

Anti-Red Campaign.

Shanghai, Yesterday. General Liu Chih, with the 1st division of the 1st Nationalist Army, has been ordered from Hanchowfu to Kiukiang province for the suppression of Communists and bandits, while General Hsiung Shih-huei, commanding the 5th division, has been appointed Garrison Commander of the Shanghai area in succession to General Chien Ta-chun, who has been transferred to Hanchowfu.—Reuter.

Japan and China.

Tokyo, Yesterday. Speaking at a meeting of the Japanese Cabinet Council, the Premier (Baron Tanaka) intimated that Consul-General Yada had an interview with Marshal Chiang Kai-shek before leaving Shanghai and indicated that the Nationalist Government's attitude to Japan on the question of treaty revision was becoming more conciliatory and that the Nationalists had dropped their intention of enforcing an interim measure pending the conclusion of a new treaty. After hearing the latest reports on the situation, the Cabinet therefore agreed to adopt a watchful and waiting attitude for the time being in view of the Nationalists' change of attitude.

In this connection, it is noteworthy that some of the leading vernacular papers, notably the "Jiji" and "Nichi Nichi" are recommending the Japanese Government to show a more sympathetic attitude to China, and to meet the Nationalists half way.—Reuter.

At the Great Wall.

Peking, Yesterday. It is reliably stated that General Pai Chung-hsi has telegraphed to Mukden asking if General Chang Hsueh-liang intends to evacuate the Chihli-Shantung ("Northern") forces still remaining within the Great Wall, as otherwise he intends to take drastic measures against them. It appears that these troops have established themselves as an army of occupation over a large area inside Shanhaikwan and are collecting taxes, etc.—Reuter.

Manchuria.

Mukden, Yesterday. General Chang Hsueh-liang announces the principal reforms in the internal administration of Manchuria as follows:—To establish a link and native customs, to reduce the salt tax by \$2 per picul, to disband 100,000 soldiers, to promote education by making it compulsory, raising funds by public subscription, to enforce opium prohibition, suppress bandits, improve the municipalities and redeem the Feng-piao (paper money).—Reuter.

A Withdrawal.

Peking, Yesterday. A portion of the Kuomintang (Nationalist) troops which have been stationed along the Peking-Tientsin Railway have been withdrawn to Tamingfu. Other Kuomintang troops from the Peking-Tientsin area are concentrating in the same place. It is understood that they are going to Shantung province.—Reuter.

COMING HERE.

"LOVE ME AND THE WORLD IS MINE."

The "Merry Go Round" lovers, Norman Kerry and Mary Philbin, who thrilled screen fans with their remarkable performances in that production and "The Phantom of the Opera," are together again in a new picture entitled "Love Me and the World is Mine" which will be the chief attraction at the Queen's Theatre on Tuesday and Wednesday next, according to a special advertisement in this issue. The story, based on "The Affairs of Hanneli," is laid against the gay life of pre-war Vienna and concerns the love affair of an innocent little convent girl and an officer of the Austrian army. The noted German director, A. E. Dupont, was responsible for the direction of the picture, which has been produced on a lavish scale and introduces a new method in filming. In support of the stars are such well-known names as Betty Compson, Henry B. Walthall, George Seigemann, Charles Puffy, Emily Fitzroy and many others.

The well-known cycling ace Martinelli, who was killed at the Andalusian championship, about a fortnight

COLONY HARDSHIPS.

CHINESE APPEAL TO CHAMBER.

RENTS AND FOOD.

A series of letters written by the residents of Wei Ching-street, Canton-road, Yaumati, and others in different parts of the Colony complaining of the extraordinary increase of rents, were read at a meeting of the Chinese General Chamber of Commerce yesterday afternoon. It is believed that the increase ranged from 20 per cent. to 60 per cent. but it was stated that it was also not infrequent that at times it was raised to 100 per cent. or even more.

Much sympathy was shown by Mr. Li Yau-chuen, the chairman, who stated that taking into consideration the trade depression in the Colony during recent years, landlords should be more generous towards tenants. The Chamber, however, could do nothing for them, as it was beyond their power to act in the case.

Food and Rent.

Mr. Ho Yu stated that with food in the Colony getting dearer and rents heavier, it would soon be impossible to carry on business. He had recently interviewed Mr. R. A. C. North, Secretary for Chinese Affairs, concerning this question and had recommended the Government to establish a Board of Arbitration to settle disputes on rents.

Publication of Letters.

Mr. Ho Yu protested that the Chairman should release certain anonymous letters, which accused two of the members of the Chamber of increasing rents, for publication in the Chinese Press, without first having referred to a meeting.

The Chairman said that after the receipt of the letters he had investigated the matter and found that the statements were correct.

At yesterday's meeting Mr. Li Yau-chuen (Chairman), Mr. Li Yick-mui (vice-chairman), Mr. M. K. Lo (Legal Adviser) and Mr. Ip Lan-chuen (Secretary), and a large representation of members were present.

VETERAN SEAMAN.

MEMORIAL SERVICE FOR SIR JAMES CHARLES.

Impressive scenes were witnessed at the funeral in the cemetery adjoining Netley Marsh Church, Hampshire, of Sir James Charles, the former commander of the "Aquitania" and commodore of the Cunard fleet. The coffin was draped with the Union Jack and with the Cunard house flag, and was borne from the road into the church by eight seamen from the "Aquitania," under Commander J. Wilson.

The cortege was headed by the officiating clergy, including the Bishop of Winchester, Dr. Woods. It passed through two long lines of mariners from the liner, including the executive officers, the engineer officers, the surgeon, the purser, the chief steward, seamen, and engine-room men and stewards. Hundreds of people, including practically all the villagers for miles around, assembled to witness the farewell to the commander. Despite the sweltering heat, which made the walk from Southampton, a distance of six miles, a very warm undertaking, scores of Sir James's former shipmates made the journey.

The party of mourners included Sir Thomas Royden, chairman of the Cunard Line; Mr. S. J. Lister, general manager, and Sir Burton Chadwick, M.P., deputy-master of the Honorable Company of Master Mariners.

The church was packed to overflowing, and the service was conducted by the vicar, the Rev. H. Sharle, the prayers being led by the Rev. F. A. W. Wilkinson, Chaplain to the Mission for Seamen at Southampton. As the uniformed members of the ship's company left the church to take up their positions on either side of the path leading to the grave, Mr. Bert Mellor, pianist in the "Aquitania's" orchestra, who was at the organ, played Beethoven's Funeral March.

The committal prayers were pronounced by the Bishop of Winchester who, in the course of an address, said: "We are gathered to-day at the close of a life worthily lived—a life which has been a noble example of what life in the great Merchant Service of our Empire should be. Sir James Charles brought to that service rich gifts of skill and knowledge, the still richer gift of a life of ripe experience and the richest gift of all, a life devoted to duty, based upon the fear and faith of God."

Mr. S. Yada, H. I. J. M. Consul-General, has left Shanghai for Tokyo to confer with his Government on various matters relating to China. He will be away for about a fortnight.

TO-DAY'S FILMS.

LAURA LA PLANTE COMEDY AT QUEEN'S.

CHAPLIN AT WORLD.

Laura La Plante, blonde, mischievous and captivating, comes to the Queen's Theatre to-day in her latest comedy success "Thanks for the Buggy Ride" which will be the chief movie attraction until Saturday. "Thanks for the Buggy Ride" is a rollicking story of two young lovers who have the greatest difficulty in getting married owing to their lack of funds, telling how, after many exciting and amusing incidents have taken place, they succeed in overcoming all their troubles. The funny situations have been well worked out by the director, William A. Selter, whose name has long been associated with Rognald Denny's pictures. Glenn Tryon, hero of "Painting the Town," plays opposite the star who is further supported by Lee Moran, Kate Price and many others. An additional attraction at the 9.20 performance will be the appearance of Miss Cherie Valentine and Miss Tomasia Birdwell, the clever juvenile eccentric dancers, whose season at the Queen's Theatre has been extended, until Saturday owing to popular demand. This clever couple will submit a complete change of programme, except for "The Black Bottom," which is being given again by general request.

"THE CIRCUS"

Charlie Chaplin's famous comedy, "The Circus," is to remain the chief attraction at the World Theatre until Saturday. The story deals with the absurdly funny adventures of a tramp who suddenly finds himself entangled in a circus show, and manages to secure a job as handyman. The circus forms the background for most of the hilarious incidents that follow. Throughout the story there runs a strong vein of romance. "The Circus" is essentially Charlie. No other man could have made it, his hand shows in every scene. There are plenty of comedies and plenty of comedians, but there is only one Charlie Chaplin, and his latest picture shows how incomparably his genius shines above that of his fellow artists.

RACING THRILLS.

An exciting story of the race track, "The Million Dollar Handicap," comes to the Star Theatre as the chief attraction from to-day to Saturday. Vera Reynolds, the charming heroine of the picture, rides a thrilling race and wins a prize of \$10,000, so thwarting a gang of sharpers who are trying to bring ruin on her family. There is a delightful romance running through the main theme of the picture. Edmund Burns is the hero, and the comedy side is in the capable hands of Tom Wilson, Ralph Lewis, another noted player, is the "villain." Other members of the large cast are Ward Crane, Clarence Burton and Walter Emerson. The picture was directed by Sydney Scott who achieved fame through his work with Syd Chaplin's picture, "Charley's Aunt."

MORE NEW DANCES.

EXTRA ATTRACTION AT THE QUEEN'S.

With the exception of the world famous "Black Bottom" which is being repeated by popular request, Miss Cherie Valentine and Miss Tomasia Birdwell, the juvenile eccentric dancers, will give an entire change of programme at the 9.20 performance to-night in the Queen's Theatre. The new programme to be presented is as follows:—

1. "Coppelia," Toe Dance Miss Valentine
2. "Swiss Yodel," Clog Dance Yoda Miss Birdwell
3. "Adalique," Acrobatic Dance Miss Valentine
4. "Buenos Aires," Tango Miss Valentine
5. "The Black Bottom," Miss Birdwell
6. "Divertissement," Miss Valentine

The dancers will appear nightly until Saturday appearing in conjunction with Laura La Plante's big comedy success, "Thanks for the Buggy Ride" which will be screened at all shows.

Mr. E. S. Cunningham, Consul-General for the United States, has returned to Shanghai from Nanking. During his stay in the Nationalist capital, he was entertained by the leading officials.

Walworth Wesleyan Church, Camberwell-road, S.E., "the wayside church," which has been in existence for 115 years, is to be demolished, the closing services took place recently.

While walking along the Great Northern line, near Adavoy's (Co. Armagh), Mrs. Catherine Paul, 62, was run over and killed by a Dublin

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day — Queen's Theatre; "Thanks for the Buggy Ride." To-day—World Theatre; "The Circus."

To-day—Star Theatre; "The Million Dollar Handicap." August 28-29—Queen's Theatre; "Love Me, And The World Is Mine." August 29, 31—Theatre Royal; Cecilia Hansen, the world's greatest violinist.

Lammerts' Auctions. August 24, 25, 27—At Messrs. Wm. Powell, Ltd., 12 Des Voeux Rd., Ctl., the remainder of stock, and shop fixtures, etc., etc., 10.30 a.m. August 25—At Sales Room, one "Adolphia" Motor Car, 19 h.p., 4-cylinders, 5 seats, 12.30 p.m. August 28—At Sales Room, household and Canton Blackwood furniture, etc., etc., 2.30 p.m. August 29—At China Light & Power Co., Ltd. Godown, Mongkok, miscellaneous goods, 11 a.m.

Land Sales. August 27—At P.W.D. Offices, Crown lands at Shamshui and Mongkok, 3 p.m.

Meetings. To-day—Annual general meeting of members of the Real Club, old Chamber of Commerce Room, 5.15 p.m.

August 28—Meeting at Volunteer Headquarters, 5.30 p.m. August 30—Royal Hong Kong Golf Club confirmatory meeting. Sport.

August 24—H.K.V.D.C. aquatic sports at Victoria Recreation Club, 9 p.m.

Miscellaneous. August 29—Second Moonlight picnic of St. Peter's Y. M. Club.

August 31—Hong Kong Amateur Football league entries close on this date.

September 14—H.K.V.D.C. (Machine Gun Company) dinner, Headquarters, 8 p.m.

A taxi collided violently with a small lorry in the centre of Madrid. Six women riding in the lorry were thrown out, and altogether nine people were injured, three seriously.

The committee of the Cite Universitaire, meeting in Madrid under the chairmanship of King Alfonso, has decided to invest eight of the ten million pesetas in hand in the Maghazen (Spanish Zone) loan.

A conference of all the Surrey branches of the League of Nations Union was held at Guildford, Sir Henry Buckingham presiding.

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THE OYSTER.

CAN IT CHANGE ITS SEX AT WILL?

That was a nice and very mild protest on behalf of real accuracy which Mr. Justice Rowlett made from the King's Bench. To a scientifically minded K. C., who had brightly informed the court that "the oyster is a highly organized fish, and can change its sex at will," the Judge gently remarked, "When you say that they change their sex at will I don't know. Have you ever discussed it with oysters?" After all, the point is one that can only be settled by reference to the creature itself. Science may demonstrate that oysters change their sex; but nobody except the oysters can decide whether they change it "at will." And as the oyster is a notoriously uncommunicative beast the element of intention is not one that can be safely assumed—even by a K.C. In any event the K.C.'s acquaintance with oysters was obviously not profound. The oyster may be "highly organized," but it is not a "fish." It is a mollusc—or, as readers may remember from an older controversy, "the noblest worm."—"N. C. Daily News."

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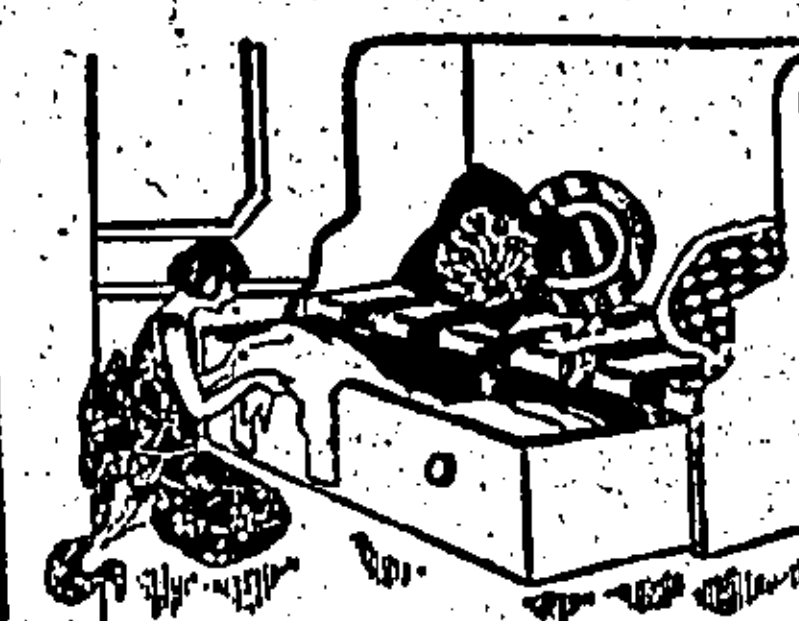
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HEROD OR PILATE?

NEW LIGHT ON THE CRUCIFIXION.

EMPEROR TIBERIUS' ATTITUDE.

Manchester, July 16.

Two more important documents relating to Biblical episodes appear in the bulletin of the John Rylands Library just issued.

These are further translations by Dr. A. Mingana of the Arabic and Syriac manuscripts which he has collected, and which are included in the series known as the Woodbrooke Studies, states the "Morning Post."

The first deals with the Resurrection of Christ and the lamentations of Mary on the occasion of the Crucifixion, and the second is an Apocryphal document, entitled "Martyrdom of Pilate."

In each case Dr. Mingana states that the immediate author of the document is said to be Cyriacus, Bishop of Oxyrhynchus, but the real author of all the historical events is Gamaliel, who often speaks in the first person.

It seems to constitute another link in the Apocryphal chain of the Acts of Pilate or the Gospel of Nicodemus. He states that the document dealing with the lamentation of the Virgin contains a touching passage relating Mary's search on the day of crucifixion.

HEROD OR PILATE?

"For one of His Holy Disciples to walk with her," she asked for each by name, but found "All had fled and forsaken him from fear of the Jews."

The document supports the belief of the Ethiopian Church that it was Herod and not Pilate who was responsible for the Crucifixion of Christ. It states that the heads of the Jews appealed to Herod for power to crucify Him, as they feared He would be snatched from their hands, "on the advice of Pilate," who "with a great number of people loved Jesus."

The author states that Pilate and his wife "Loved Jesus like their own soul," and that Pilate only ordered the flogging because he believed it would save Jesus from death.

The Jews had promised to release Him if Pilate would "chastise" Him. After the Crucifixion Pilate rebuked the centurion and the High Priest, and, realizing that the High Priest was still lying to him, he "rose from his chair, scouted him with a rough whip," and afterwards sent him to prison.

Pilate then proceeded to search for the body of Jesus, and the document tells how he questioned the guards; first together, then separately, when each told a different story regarding the disappearance of the body.

SIGHT RESTORED.

Finally, there is a moving account of Pilate giving the wrappings from the body of Jesus into the hands of a centurion, blind in one eye, believing that they would restore sight.

He suggests that the centurion should inhale the exquisite perfume of the wrappings in this way. The centurion touches his face with the wrappings and his sight is restored.

This document ends with the story of the finding of a body in a well in the garden where Jesus was buried, the body proving to be that of the robber who was crucified with Jesus and promised eternal life.

Pilate orders the body to be swathed in Christ's wrappings, and it is then laid in Christ's tomb. Pilate then stretched his hands at the door of the sepulchre and prayed, and when the tomb is opened the Spiritual form of the robber appears and testifies to his resurrection, saying that he had "been deemed worthy of all favours and gifts before My Lord Jesus Christ, because of the few comforting words that I uttered while He was on the wood of the cross."

The second of the important documents relating to episodes in Biblical History discovered and translated by Dr. A. Mingana, relates a moving story of the persecution of Pilate at the hands of the Jews after the Crucifixion.

As already stated, although the document is attributed to Cyriacus, Bishop of Oxyrhynchus, the real author is Gamaliel. The document relates that Pilate and his wife Procula, overjoyed at the Resurrection and the miracles emanating from the tomb of Christ, gave a great banquet to the poor and needy. Procula prepares to visit the tomb, but this coming to the ears of the Jews they conspire with Barabbas to seize her and to kill Pilate.

Gamaliel learned of the conspiracy and told Joseph of Arimathea, who warned Pilate. Pilate then sent troops to the tomb at the time of his wife's visit, and Barabbas and his companions were captured. On Pilate's orders Barabbas was crucified head downwards, and this so incensed the Jews that they prevailed upon Herod to send a letter of complaint to the Emperor Tiberius Caesar.

PILATE SUMMONED.

Pilate also wrote relating the story of Christ's life and death, but his letters were not despatched until a day after Herod's. Pilate in his letters, accused the Jews of the Crucifixion, and when Tiberius heard of it he ordered that certain of the Jews responsible should be killed. He also sent messengers to Jerusalem summoning Pilate to appear before him.

On the orders of the envoy, Pilate was flogged because he had killed Jesus without consulting the Emperor, and the enraged people eventually bribed the envoy to deliver Pilate to them for crucifixion instead of conveying him to Tiberius. Pilate was crucified on the Saviour's cross with a crown of thorns on his head.

While Procula, his wife, was standing beneath the cross talking to him, it is related that two crowns came down from heaven and a voice spoke saying that because of their sufferings Pilate and Procula should be crowned with the crowns in Heaven. The crowns then disappeared.



Senator Reed Smoot, of Utah, a power in Republican ranks.

appeared and went back to Heaven and the multitude frightened with what they had seen, took down Pilate alive from the cross and restored him to the Emperor's envoy.

Meanwhile, the Emperor's only son had died and Tiberius, remembering what he had heard of the miracles performed at the Saviour's tomb, sent his son's body to Jerusalem for burial in the tomb. After four days the boy was restored to life and returned to his father and mother, where he told them of all the wonders of Christ.

EMPEROR'S ANGER.

Pilate is eventually summoned before Tiberius, who, angry because he (Pilate) had not told him of Christ, and had also delivered Christ to the Jews, said: "I will now kill you and do to you what you did to him." Pilate was then crucified and his head struck off.

"Then," Gamaliel relates, "we got hold of his body, shrouded it, and took it back to Jerusalem. When we reached the town we found that his wife Procula and her two children, had died on the very day of our arrival, and we placed them all in one grave near the sepulchre of the Redeemer."

As to the Jews, the document relates that Tiberius sent orders to Jerusalem that they should all be killed. A search was made for Herod and it was found that he had died before Pilate. The Emperor and his wife are then anxious to find the Virgin Mary, "so that they might crown her with the crown of the Kingdom."

"They scoured all the land of Judea, but did not find her because she had left this world and ascended to Heaven," says the document, which concludes with the statement that the Virgin afterwards appeared to the Apostles, and informed them that she saw Pilate, his wife, and children in great glory "while the cross of her Son was shining on them."

"With so many excursionists travelling to and from Devon, I continually find flies in the railway carriage cushions," said a woman shareholder at the G. W. R. annual meeting: "We might charge entrance tax for them," commented vacuum cleaners.

SNAPPY STYLE!

I'LL BET IT'S AN

"OAKLAND"

JUDGE'S REBUKE.

WOMEN & AN UNPLEASANT CASE.

JURORS MUST SERVE.

London.—A jury which included three women was being sworn in a case of an unpleasant character at the Old Bailey recently, when the foreman informed the Recorder, Sir Ernest Wild, K.C., that all the women jurors wished to be excused from serving.

"I do not see why the women of the jury should be released," said Sir Ernest. "This is a case affecting the honour of children, and I should have thought that women were the proper persons to serve."

Sir Ernest turned to the women jurors, and added: "If you do not wish to do your duty as citizens I will release you. Do you desire to be released?"

A woman juror: We all do.

The Recorder: Very well, then, you shall be released, but I think your decision is deplorable.

The three women then left the box and three other jurors—two women and a man—took their places.

Sir Ernest asked the women if they had any objection to doing their duty as citizens.

"No, my lord," replied one. "I have no objection whatever to doing my duty as a citizen, if the men of the jury do not object and think it will prevent them from having open discussion."

Sir Ernest: I do not think the men members of the jury will feel any unpleasantness. If the charges in the case were with regard to girls, I should not give you women any option. If Parliament says you are to do your duty you must do it. I should have thought this was a case where women could be of the greatest assistance. Women have as much knowledge as men whether children are telling the truth—perhaps more. One of the comforts of having women on a jury when children are concerned is that two points of view are brought to bear on the case.

DERBY WINNER.

SIX-FIGURE OFFER FROM U.S.A.

"Hotspur" writing in the London "Daily Telegraph" says:—

I am in a position to state on authority that an offer running into six figures of pounds has been made for the Derby winner, Felstead. The offer is perfectly genuine and comes from America. It has been considered by Sir Hugo Cunliffe-Owen, and I do not think for a moment it will be accepted.

It is certain that the sum in question is a record to be put on offer for a colt soon after winning the Derby. There could be no more eloquent evidence of the immense present-day value placed on an English Derby winner. An owner who has the good fortune to have his colours successful in the Derby not only achieves a great personal honour and triumph, but secures a wonderful commercial success if he chooses to exploit the latter. Felstead, of course, has very great potential value as a stud proposition in this country, but it must be remembered that a big proportion of the earnings of a fashionable sire are taken by the Government in the form of taxation.

Sir Hugo Cunliffe-Owen is a wealthy man, and in that sense is in a position to turn down what a man less wealthy would feel compelled to accept. I am quite certain, however, he is being influenced by sentimental considerations, in which also Lady Cunliffe-Owen joins, in declining the six-figure offer.

I was once in a position to convey an offer of £75,000 for Solario, and the next day the Aga Khan made his offer one of £100,000, but Solario was then a four-year-old that had just won the Coronation Cup, and he, too, belonged to a rich man possessed of a great sentimental regard for a horse that had brought him immense pleasure. I may add here that Felstead is likely to miss his engagement at Goodwood. He is very well and prospering in every way, but he was rested and generally let down after the Derby, and, after all, the objective is the St. Leger, for which he is now doing a steady and satisfactory preparation.

The vicar of Hythe has received £500 from Sir Charles Wakefield towards the restoration of the parish church peal of eight bells, which, after having pealed regularly for 120 years, are now in an unsafe condition.

A party of fifty British boys, aged between 15 and 17 years, sailed from Tilbury in the "Baradine," for New South Wales, where they will receive training on Government farm before being placed with farmers.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL" ILLUSTRATED.

CHINA NEWS, LOCAL NEWS AND ALL THE NEWS

SEND IT HOME!

Much of interest to residents, to those on leave or who have gone away, and to those connected by ties of friendship or business with Hong Kong will be found in this week's "Overland China Mail," the only illustrated weekly summary of "local" and "China" news published in the Colony.

The current issue of the "Overland" tells what is being done in the various camps in China. The unusually large number of cases at the Criminal Sessions is covered in a non-routine manner, the reports being written to convey the pathos and the humour of the Courts. Naval arrivals and Service occurrences are noted, as are the departure of leading residents, the visit of Miss Maude Royden (the famous preacher on her world tour), and the presence of a shark in the harbour. Special articles and features are included as is always the case.

Following the signing of the Nanking Agreement, the British "Shaforce" detachment has been withdrawn from Nanking—as another friendly gesture—and the British Consul-General has gone back there. Such events are bound to be given considerable prominence in the Home papers. In order to let people know what is happening, send them a copy of the "Overland" and thereby save the laborious job of writing a long letter.

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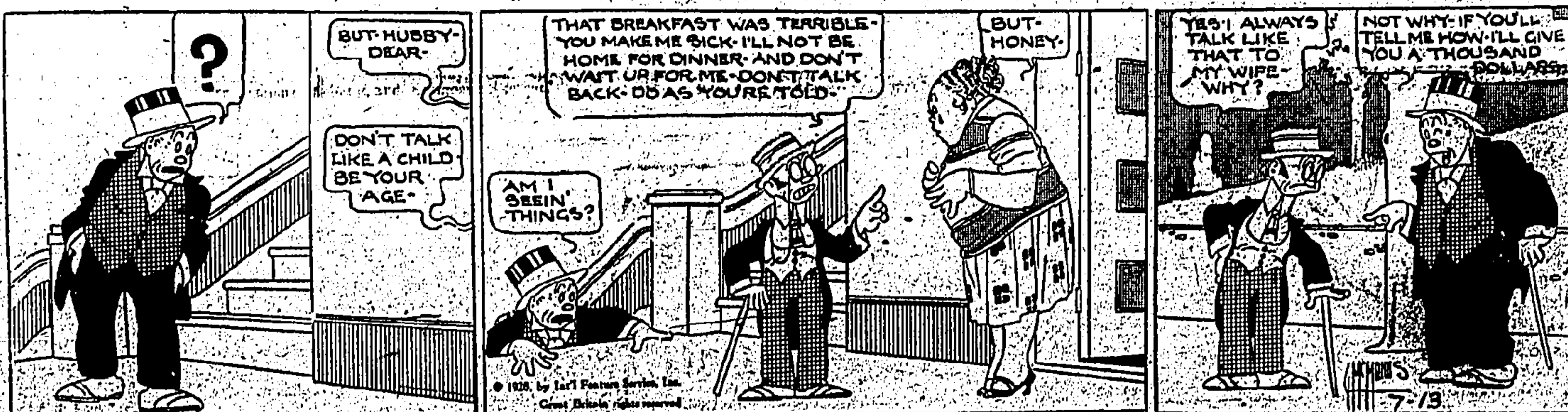
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WORLD NEWS IN PICTURES.

For Autumn Sports.



There isn't any need for a frock to be commonplace just because it is simple, and Louise Brooks, a cinema actress, proven the point by wearing this charming three-piece suit of navy blue and white knitted silk.

They'll Seek Race of Giants.



Harold Austin, author (left) and Paul C. Hoefler, explorer, who sailed aboard s.s. "Mauretania" on first lap of a journey to the Belgian Congo. They will seek a legendary race of negro giants, each of whom is said to be more than seven feet tall.

Engine Ride Thrills Amelia.



Amelia Earhart—"Lady Lindy"—got a thrill out of donning overalls and riding with the engineer of the Pennsylvania train which bore her to New York from Pittsburgh. The trans-Atlantic aviatix showed that she could handle a throttle as well as a pilot's "stick."

Gem Deal Sequel.



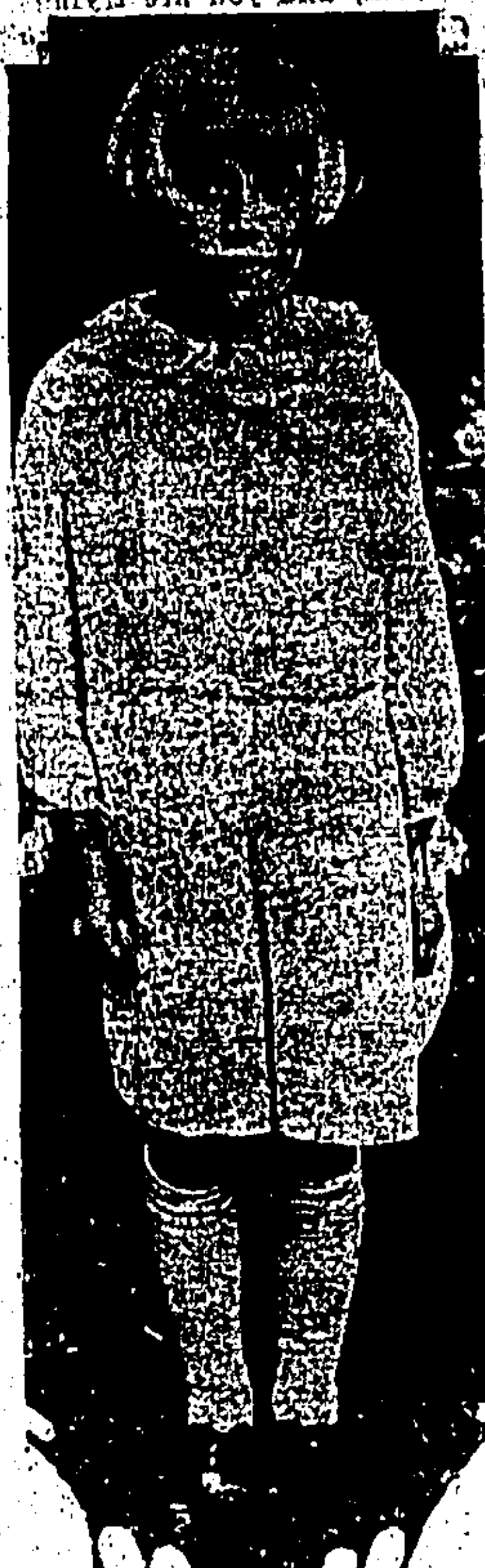
Captain Isaac Edmondson, a famous soldier-magnate, who repudiated a \$450,000 worth of jewels at a New York department store by his wife's housekeeper. The gems later found their way to a smart Fifth-avenue shop for a mere fraction of their real value.

Archbishop of Canterbury Resigns.



Dr. Randall Davidson, Archbishop of Canterbury and Primate of all England (left), who has resigned and has been succeeded by the Most Rev. Dr. Cosmo Gordon Lang, Archbishop of York (right).

Victim of Tragedy.



Irene Hazay, 8, of Fairfield, Conn., who was the innocent cause of her father's slaying. Constable Arthur Bennett fired in self-defence while attempting to arrest Hazay for beating the child.

River Packets in Thrilling Race.



Crowds cheered themselves hoarse, hats were thrown in the air and tugs tied their screens down as two rival river packets, the "Chris Greene," out of Cincinnati, and the "Betsy Ann," whose home port is Pittsburgh, raced twenty miles from Cincinnati to New Richmond for the title of "queen of the Ohio." The "Chris Greene" (in the foreground) won the race, covering the distance in two hours and 25 minutes.

Old "Mauler" in a New Role.

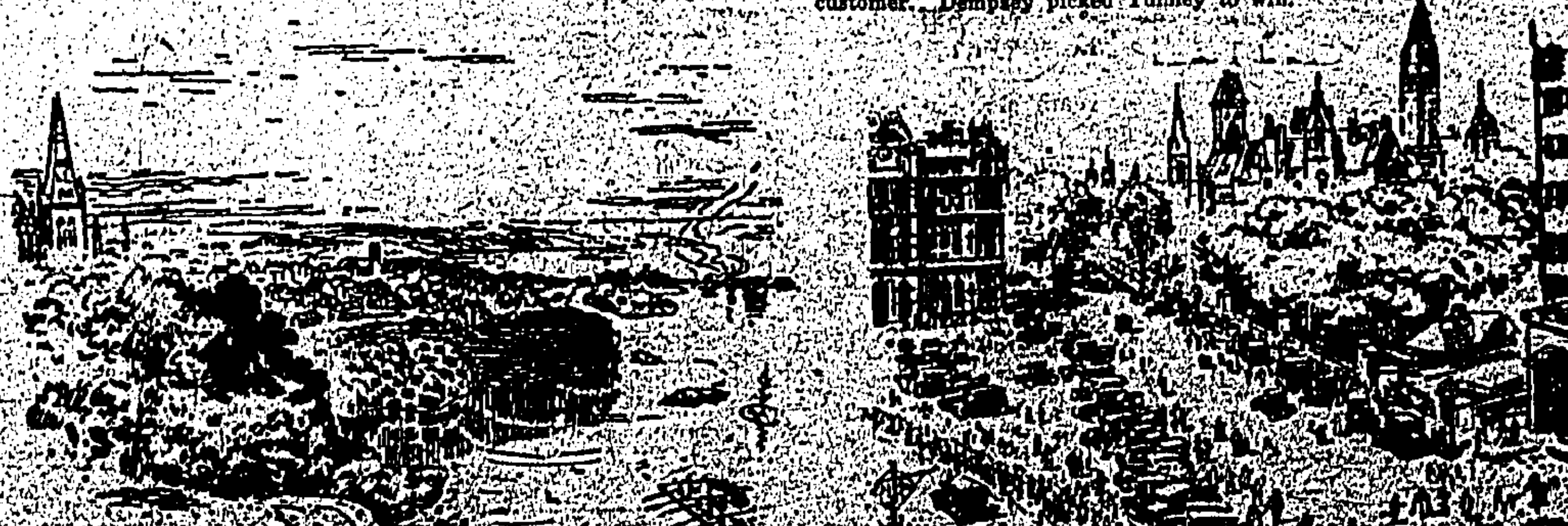


Here is Jack Dempsey, alongside Graham McNamee, at the Tunney-Hoency championship fight, somewhat bewildered, apparently, at playing the role of spectator at a ring classic. It was the first time he ever attended a heavyweight championship battle as a mere customer. Dempsey picked Tunney to win.

From Siberia.



Ludmila Makimova (above), a pretty young Russian girl now resident in San Francisco, who escaped from Siberia in 1924 after being sentenced to be shot by a Soviet drumhead court.



Head of Federal Government, designed for the beautiful Parliament and other public buildings and a more national character.

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THE MOTORISTS' PAGE

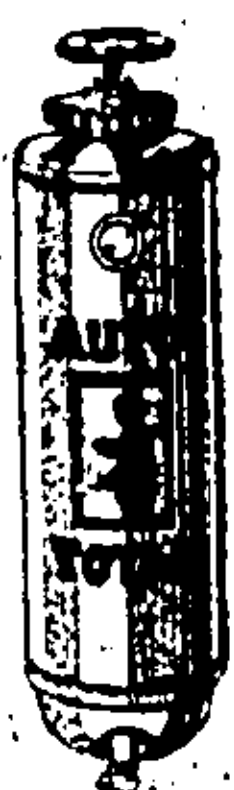
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FIAT PLANES.

TWELVE FLY FROM ROME
TO LONDON.

INFORMATION.

Under the personal command of H.E. Italo Balbo, Under-Secretary of the Italian Air Ministry, 12 Fiat scouting aeroplanes, six model "A.120" and six model "R.22" left the flying ground at Centocelle (Rome) on the morning of June 27 and after nine and a half hours' flight, the formation landed at the British aerodrome of Hornchurch to attend the Royal Air Force Display at Hendon.

In spite of the unfavourable meteorological forecasts, the flight of machines left its base at the appointed time, heading straight for its goal, braving heavy storms almost the whole way. With a bound, the machines rose to over 13,000 feet crossing the Alps in the neighbourhood of Mont Blanc. On the French side clouds, high wind and pouring rain were encountered, but flying at a speed of 125 miles per hour Hornchurch was reached at three o'clock in the afternoon. The landing was effected in such perfect style as to cause a British Air Force officer of high rank to exclaim: "It looks as if a single machine were coming down."

The chief points of the flight were:

Distance: 1,240 miles against the fury of the elements.
Time: 9½ hours.
Speed: 125 miles per hour.

Brilliant Success.

The principal difficulty of the undertaking was to take the group so far from its base without losing its formation and maintaining, naturally, the same average speed for each separate plane.

The trial was a brilliant success, in spite of the adverse atmospheric conditions, against which the machines had to fight continually, to prevent losing their formation or being forced down.

The Fiat R.22 and A.120 aeroplanes are powered by Fiat A. 22 H.P. engines, the engine which holds the world's record for duration of flight and for the distance covered in a closed circuit.

DERBY WINNER.

IS KNOWN AS A "GOOD PICKER."

It is not good luck alone that places one in the proud position of owning a horse good enough to win the Derby. There must be brains, money, ambition and, above all, the faculty of correct selection. In the make-up of an individual who crowns his career by leading a winner through the paddock at Epsom. An excellent example of the Derby winner type was found in the personality of Lord Rosebery, who stated at Eton that he would win the Derby, marry the richest woman in England and become Prime Minister—and who achieved all three ambitions.

Sir Hugo Cunliffe-Owen, the owner of Felestad, is above all things a "good picker." He is a millionaire who knew where to find his million and who has the reputation of selecting business subordinates of outstanding excellence, is the husband of a beautiful wife, a cosmopolitan who finds both profit and pleasure in many lands, is one of the discoverers of the famous British 20/26 Star Car, and is a practical horseman who has found a Derby winner. Sir Hugo is not a fortuitous occurrence by any means. Indeed, one is almost inclined to believe that he picked his parents and his place of birth.

ESCAPE BY AEROPLANE.

Paris.—According to a Buenos Aires despatch, Major Baldasarra, who was sentenced a week ago to 20 years' penal servitude on the charge of having murdered a brother officer, has made a dramatic escape from prison.

By some means women's clothes were smuggled into his cell. Baldasarra put them on, picked the lock of his door and walked calmly out.

A few hundred yards away he jumped into a waiting aeroplane and soared off in the direction of Chile just as the prison warders having discovered his escape rushed into the street after him, too late to do anything but shake their fists at a rapidly disappearing speck in the empyrean.

CHRYSLER MOTOR.

CAPETOWN-LONDON DASH
COMPLETED.

WITH DUNLOP TYRES.

Successful completion of the Capetown to London tour is reported to have been made by a Chrysler equipped with Dunlop tyres. The trip was made through the African forests and swamps, over mountains and across deserts, both the car and its tyres showing such performance that they have merited general approval.

News of this successful run is brought in a cable sent from London to Buffalo, N. Y., thence to Manila. The cable follows in full: "The Capetown to London tour was brought to a triumphant conclusion by a Chrysler equipped with American made Dunlop tyres."

"The Dunlop showed unusual performance in giving 10,000 mile service, free from all kind of trouble, undergoing gruelling tests in the forests, swamps, mountains and deserts of Africa under the worst motoring conditions in the world. This fact is the finest possible tribute that ever can be made to the quality of Dunlop tyres."

"Upon reaching London, the original set of Dunlops which were put on at Capetown, was driven over the Brooklands race track for six continuous hours at the speed of 62 miles per hour."

JAPANESE COURTESY

SOME NOVEL MOTORING RULES.

Perhaps New York, with its street traffic problem, and its innumerable automobile accidents, might take a leaf out of the book of Japan for the regulation of such matters. There moral suggestion is the order of the day, with all possible courtesy. The streets are placarded with conspicuous posters, some of which read as follows:—

"Oh, automobile! You are beautiful; you are swift; you are powerful. But do not take advantage of your beauty, your speed and your power."

"Be considerate of your little brothers, so inferior to you—the dog, the horse and the pedestrian. The dog is afraid of your balloon tyres, which so easily may crush him. Give him room that he may pass in safety."

"The horse is frightened at your noise, your smoke, your bad odours. Avoid offending his ears, his eyes, his nostrils. The pedestrian seems to be, of all, the least account to you. Yet you would do well to have pity on him and spare him; for to-morrow he too may be driving a car."

ALBION SIX WHEELERS.

The six wheelers which the well known Albion Motor Car Co., Ltd., of Glasgow, have just delivered to the Indian Office, were of a particularly interesting type. In order to give the maximum loading space, the driver's seat was placed in a forward position on the right of the bonnet, and the controls modified accordingly. The vehicles are shod with 40 in. x 9 in. single pneumatics, and spare wheels are carried by a special device fitted between the body and the driver's seat.

In a special test the vehicles proved extraordinarily efficient, the excellent cooling system being a particularly outstanding feature. In one of the tests a temperature of 100° degs. Fahrenheit was artificially produced, and the machines proved capable of developing full power without overheating or boiling. Such a performance indicates an extremely high standard of efficiency under tropical conditions.

"LONGEVITY"

Twenty years' old and still going strong! A report just to hand tells of a Commer 4 tonner now in service at Hayward Heath which was delivered from the Commer Works to Messrs. Pickfords, Ltd., in 1908. The present owners say that they have used it for nine years on heavy work and long journeys, and that it is still doing good service.

This surely constitutes striking testimony to the enduring quality of Commer products, and there is no reason why this lorry should not go on for a few more years.

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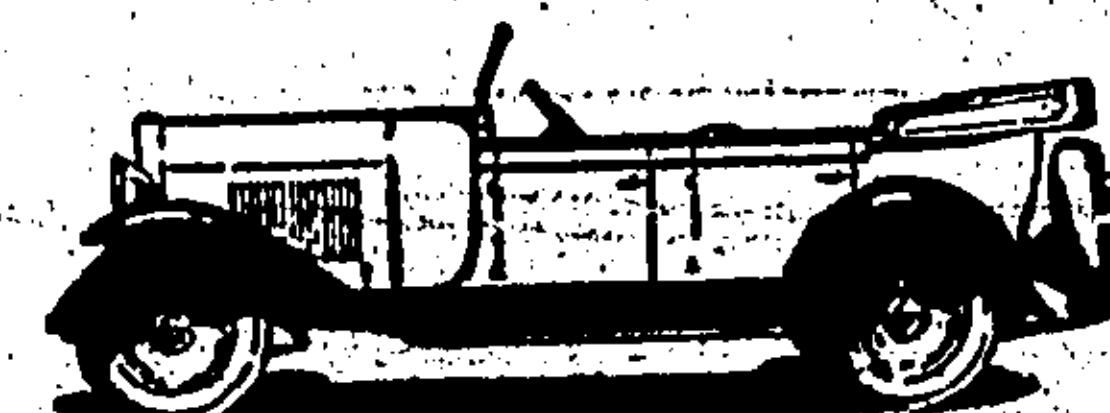
Snap—and you are away in front of traffic. When the road opens up the speedometer mounts with pleasing ease. Mile after mile you roll along—relaxed, care-free, facing the hills and sands; confident in your knowledge that the reserve power of your Oldsmobile will surmount them all.

Body lines that reveal a scientific understanding of proper proportion—interiors whose appointment express exacting taste—things that you naturally expect of fine cars. Oldsmobile Six gives you all these—at a price within the range of millions.

Touring	M\$2,500.00
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Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

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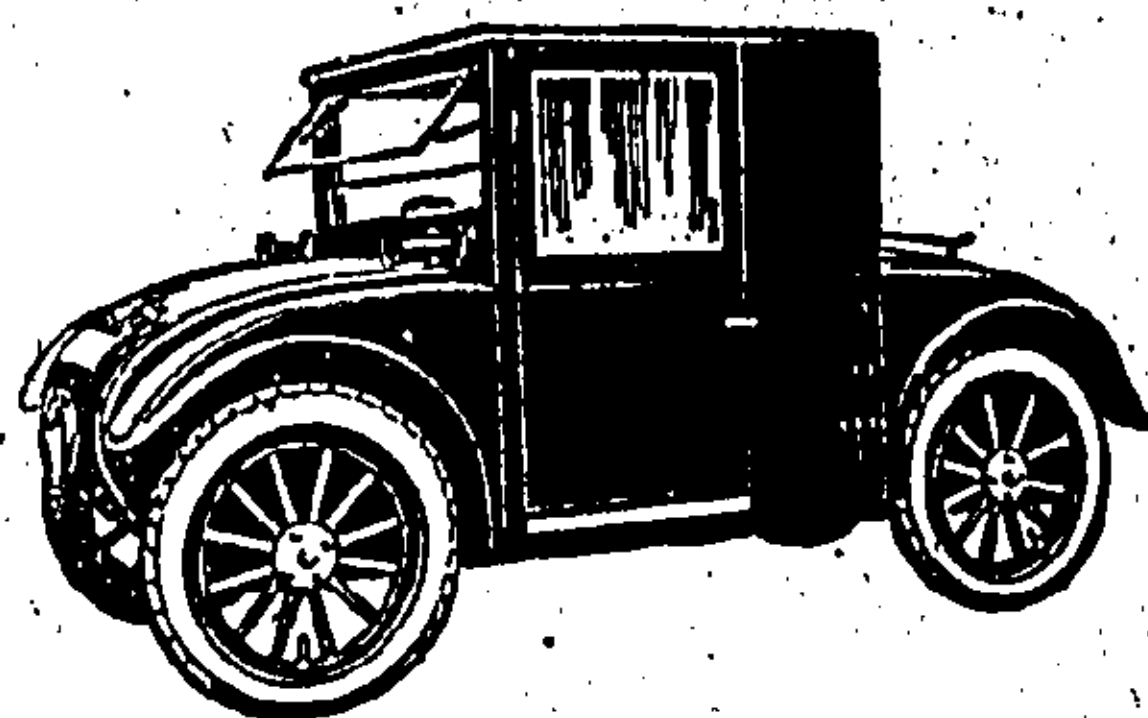
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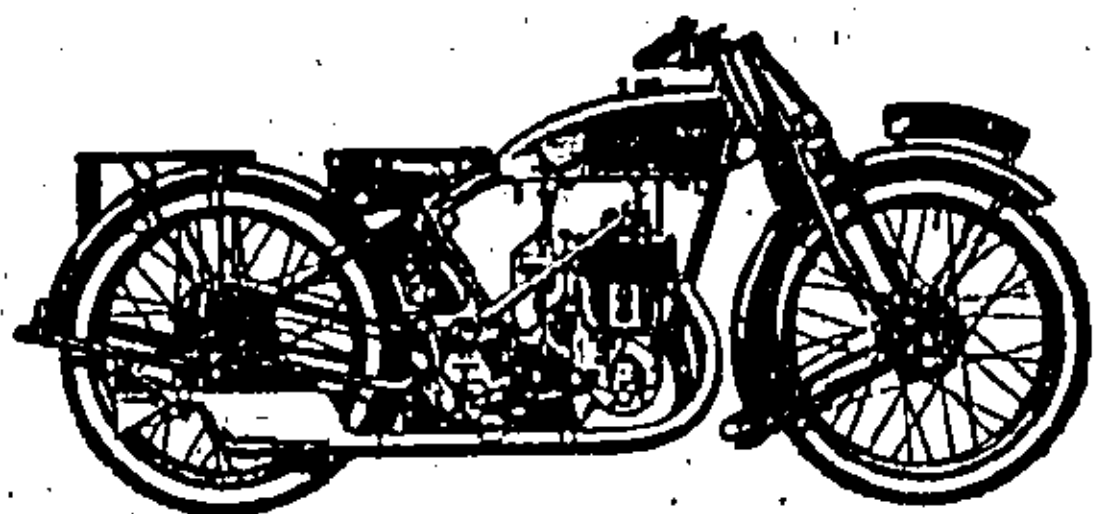
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11 SPEED RECORDS.

OVER 136 M.P.H. ON BROOKLANDS TRACK.

IN THREE DAYS.

Within the short space of three days eleven new International Class "C" records were set up at Brooklands by the same driver on the same car.

These brilliant performances were achieved by Mr. Kaye Don driving a 4-litre Sunbeam. On May 24 the kilometre and mile, both with flying and standing starts, and 5-kilometre records were secured. The following day the 5 miles, 100 kilometres, 10 miles and 50 kilometres records were annexed. On the succeeding day, May 26 the same driver completed the series by setting up new figures for the 50 miles and 100 kilometres distances, the latter being accomplished at an average speed of over 120 m.p.h.

One of the best performances was the mile record from a standing start at a speed of 90.11 m.p.h. To get away from the starting line, work up through the gears and cross the line a mile away at such a speed as to give an average of 90.11 m.p.h. for the full distance is a feat of astounding efficiency, both on the part of the car and the driver. If any private motorist, owning the average type of touring car, will seek out a straight stretch of road, start from a given point—a milestone for preference—with an obliging friend aboard to time him, and make the best effort of which his car is capable in reaching another point a mile away, he will, after working out his own average speed, better appreciate what Mr. Kaye Don's 90.11 m.p.h. really means.

COURTEOUS DRIVING

COMFORT AND SAFETY ON THE ROAD.

[By The Hon. Mrs. Victor Bruce.] I am rapidly coming to the conclusion that courteous intention toward other road users rather than strictly correct behaviour from a technical point of view is the secret of happiness, comfort and safety when motoring. And "other road users" don't forget, do not mean motorists only.

It is not suggested that rightness or wrongness of road behaviour is a minor matter; but when knowledge fails, an instinct for courtesy will usually fill the breach. We cannot all have that instinct, possibly, but I think much may be done to develop it in all but the most stubborn cases. Very few people, I mean, are deliberately discourteous on the road or anywhere else. What appears to be a blatant disregard for the convenience of others is really thoughtlessness and insensitiveness and these are faults that can be cured.

A sovereign rule is to develop the habit of looking at everything from the other person's point of view. Maybe at first this requires conscious effort, and a deliberate weighing up of the pros and cons of a contemplated action. But the habit is soon acquired, and I do not hesitate to say that if every motorist acted on the principle of thinking for others, there would be no accidents worth mentioning, no embarrassing emergencies, and life would be an altogether happier affair!

ALL HUMAN.

But we are all human! Even at Bridge, the partner who will play to your hand, and trust you to help him out with his is a pearl beyond price. And on the road the first concern of the majority of drivers seems to be that of shooting over the crossing first, or of getting ahead at that bunch of slow going cars at the earliest possible opportunity.

In many instances correct behaviour is courteous behaviour, and as we have already dealt with this subject in its more obvious aspects in this series, I will not go into details again now. But there are literally hundreds of occasions when there is no definite rule of the road, nor even a firmly established though unwritten rule, to help the beginner in sizing up the situation. In such cases, courtesy always pays; indeed, that is the only factor which will solve the problem.

It would naturally be imagined that possible loss of time through a courteous reduction of speed is the most important cause of discourtesy, but I will give you an instance where precisely the opposite is true. Suppose that you wish to overtake another vehicle, but as still a third is approaching from the opposite direction, it is accepted that this third vehicle has the right of way. The driver can either potter along, or even slow down so that the passing occupies an interminable time; he is within his rights, and consequently his road behaviour is faultless. Even the slowing down may reasonably be put down to a scrupulous desire to drive with maximum safety.

PLUCK-WANTED.

You, however, have been forced quite unnecessarily to come almost to a standstill, whereas if the other driver had speeded up in order to get out of the way as quickly as possible, only a slight slackening of speed would have been required on your part. I know it is not a vital matter, and I know quite well that nervousness and lack of self confidence are at the root of the trouble. It probably requires quite a considerable amount of pluck on the part of the driver of that third car to enable him to take it for granted that you are going to give him his right of way. Until he is sure, he naturally holds his car well in hand, with the result that you are inconvenienced, in spite of your perfectly sound intentions.

As a matter of fact, there is very little disregard nowadays of this question of right of way in such circumstances, and in any event it is invariably possible to detect a desire on the part of the overtaking driver to ignore it; it is also possible by showing a stern intention to claim your right (if you are the driver of the third car) to make the other driver stay in his place until you are past.

But now let us look at the same situation from the "third driver's" point of view. He has a clear path on his side of the road, but sees two cars coming towards him, one of which obviously desires to overtake the other. Instead of hesitating, he handles his car in such a fashion that the possibly impatient one has no doubt whatever that he will have to wait until the road is clear to overtake. No. 3 driver (you, we will say) accelerates and is out of the way in a matter of seconds.

Supposing, however, that you hesitate?

The nose of the overtaking car creeps out in order that the driver may be able to see what is happening, and you slow down still more. The result of this may even be that the other man hazards a desperate dash to overtake before your car comes abreast. It just depends upon the skill of the driver, and the liveliness of his engine as to whether the manoeuvre can be executed safely, but a bad case of cutting in upon the overtaken car is almost inevitably involved. And it is the fault of your hesitation!

ANOTHER INSTANCE.

Of course, there is also the case of the would-be overtaking driver who will not fall into line with the vehicle that is impeding him, and it is the height of discourtesy to drive with half the car's width projecting beyond the vehicle which you wish to overtake, thus leaving only bare room for the third driver to get through.

It is, of course, quite impossible to detail all the possible manifestations of discourteous driving, in the same way that one could make a list of actual breaches of concrete regulations, because everything depends upon the particular combination of circumstances. But as a general rule, I do say that we should all endeavour to drive in such a way that the least possible inconvenience is caused to other people, and the adoption of the habit of trying to see the situation from the point of other drivers is an essential to really good driving.

FULL SPEED AHEAD.

On the transport side, it is of general interest to note the progress made since the association of Commers at Luton, with the well known organization of Messrs. Humber at Coventry, representing a union of tradition that from the commencement has stood for quality, and all that it implies.

Commers, from 1906, have played a very prominent part in meeting the requirements of users of road transport, both at home and Overseas.

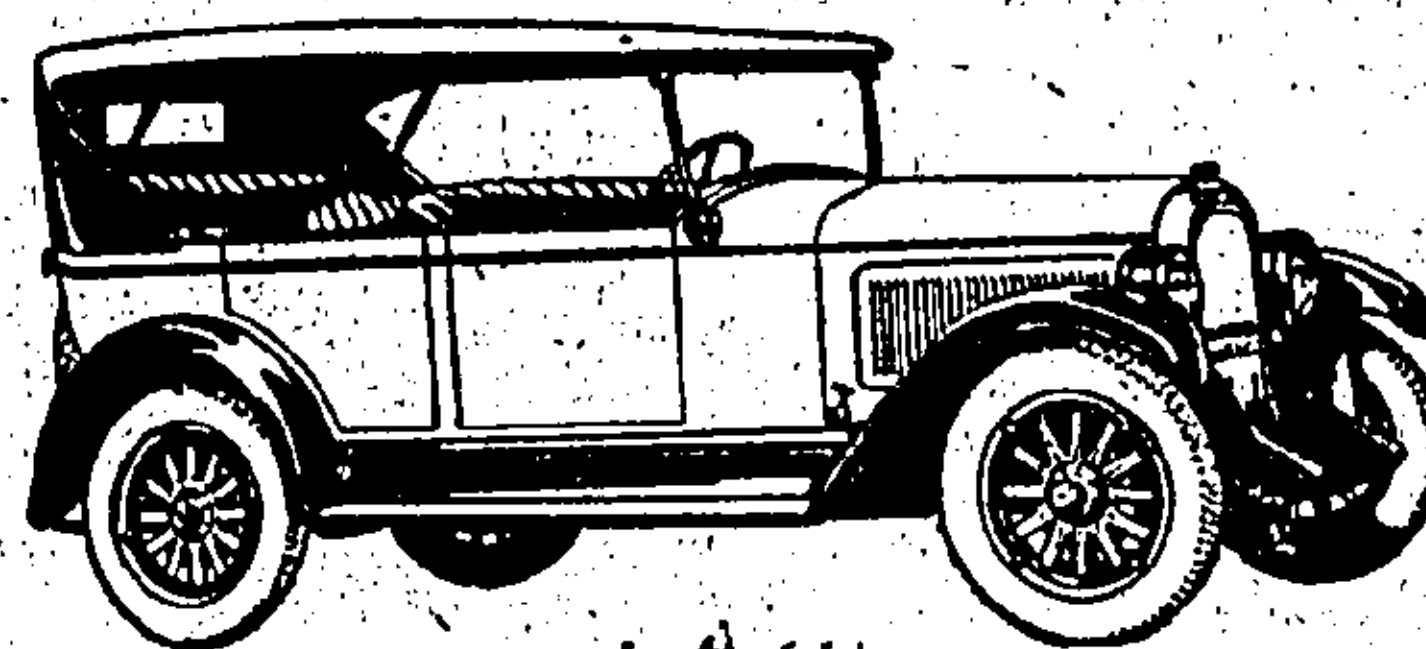
Several completely new types of Commers are now available, and as a result of combining the two enterprises, the reputation for quality and endurance which has always been a feature of Commers Cars will be maintained and enhanced.

The present range is comprehensive and includes goods chassis for 30 cwt., 2, 2½, 3, 4, 5 and 6 ton loads, and special four-wheeled bus or coach chassis for 14 to 51 passengers.

PRODUCER GAS.

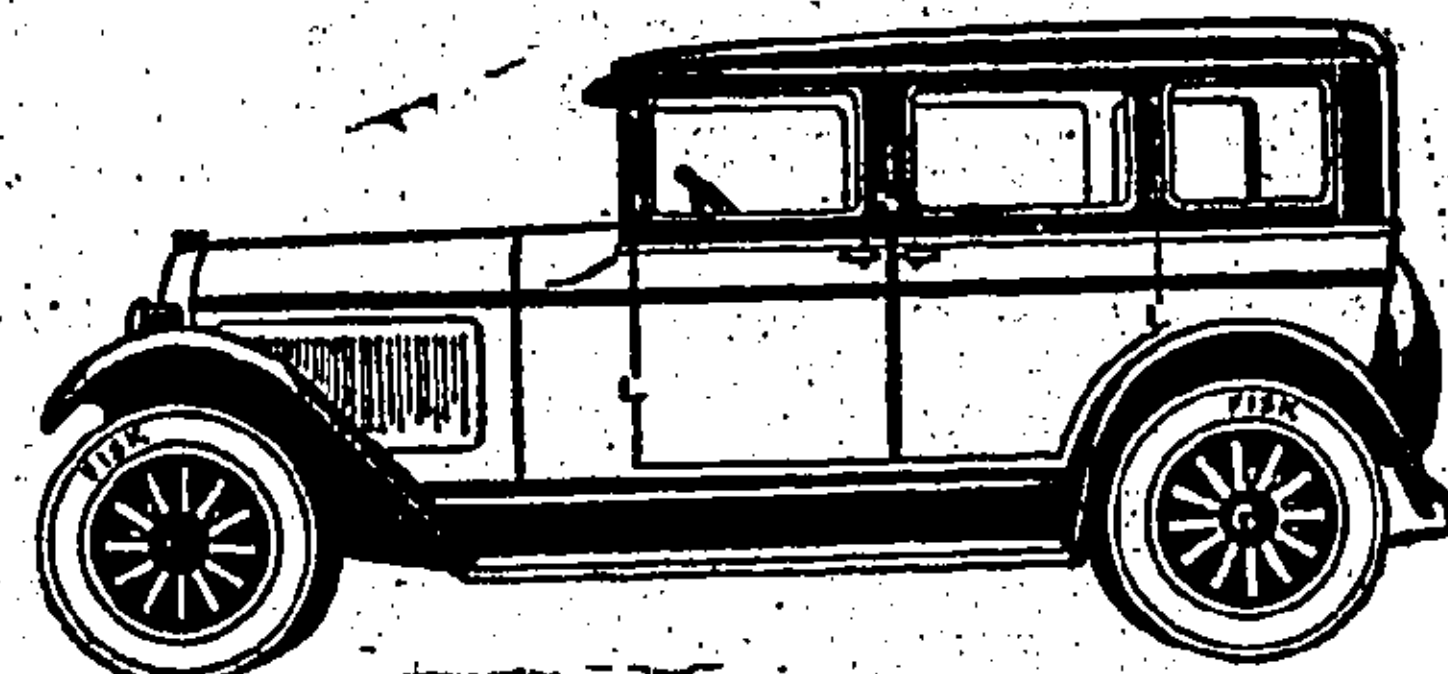
For use in those parts of the world where petrol is exorbitant in price, difficult or perhaps impossible to obtain, Guy Motors, Limited, of Wolverhampton, are prepared to supply their motor vehicles with a gas producing apparatus known as the Tilloch-Reading-Guy Producer. The fuel used for generating the gas is charcoal. A Guy six-wheeled cylinder lorry equipped with this gas producing apparatus is being built by Guy Motors, Limited, for the Empire Cotton Growing Association for service in Nigeria.

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THE NEW 'WHIPPET' SIX

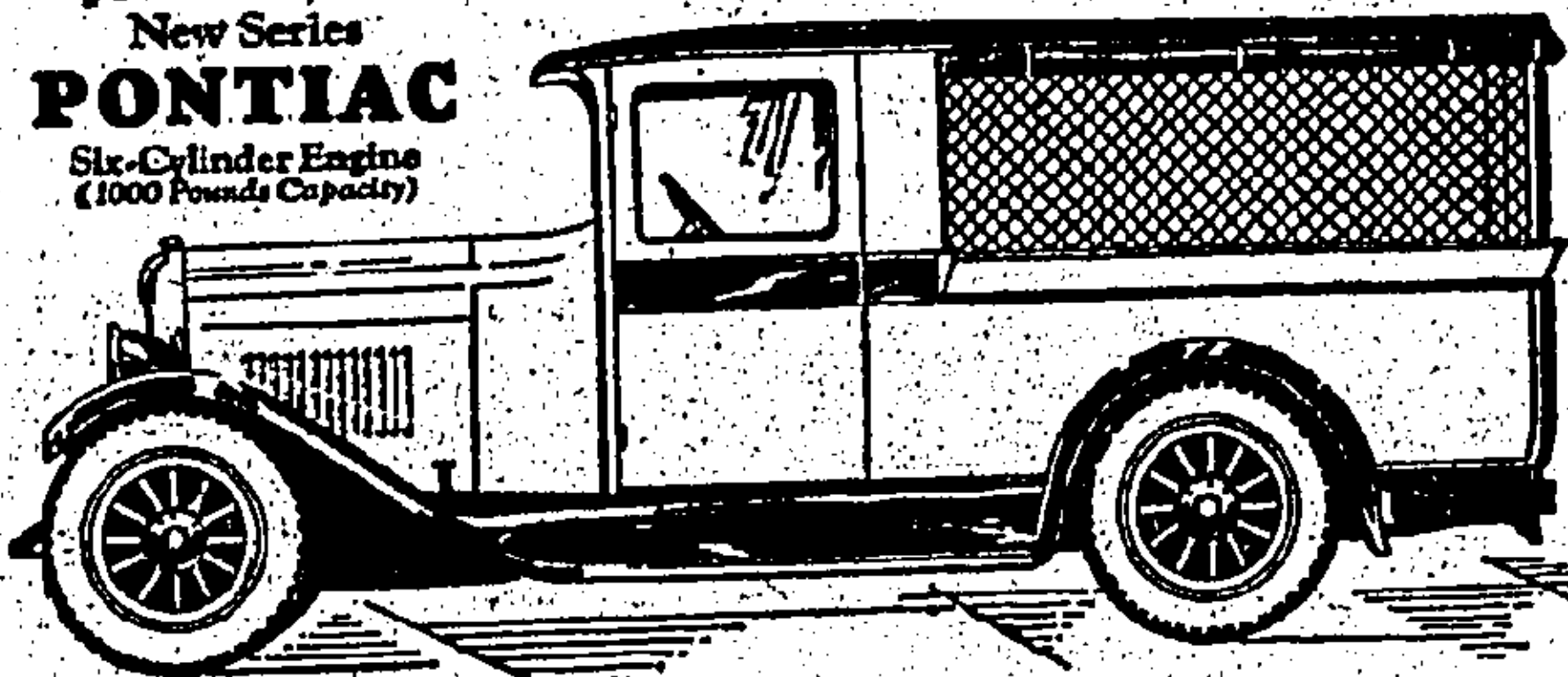
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BUICK
Six Cylinder Engine
One Ton \$1195
Overhead one-half ton \$1195
Two Ton \$1395
(Automatic steering)
Level gear drive
Two Ton \$1595 (2200 lb. load drag seven-gear drive)

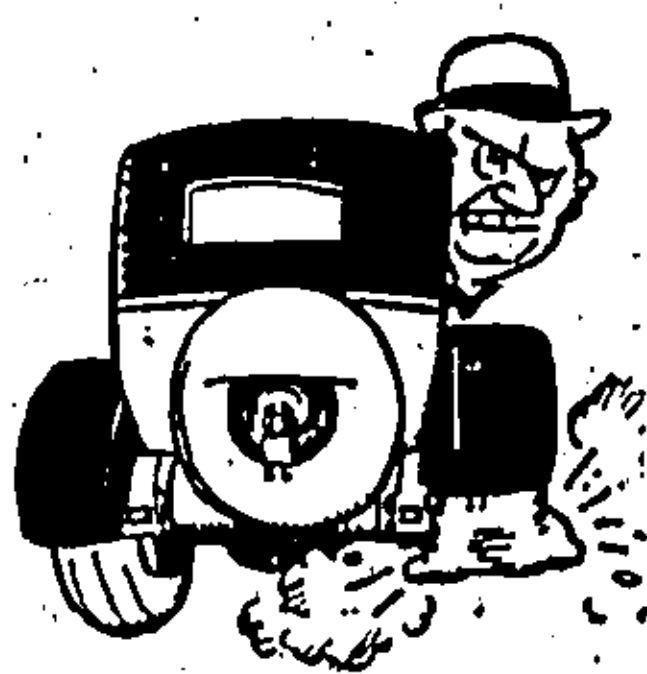
Powered by the
BIG BRUTE
Heavy Duty
Engine
3½ ton to 15 ton capacity
prices ranging from
\$3690 to \$5820

All prices f.o.b. Pontiac, Mich.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 33 WONG NEI CHUNG ROAD
Telephone Central 3500 28 DES VOEUX ROAD CENTRAL

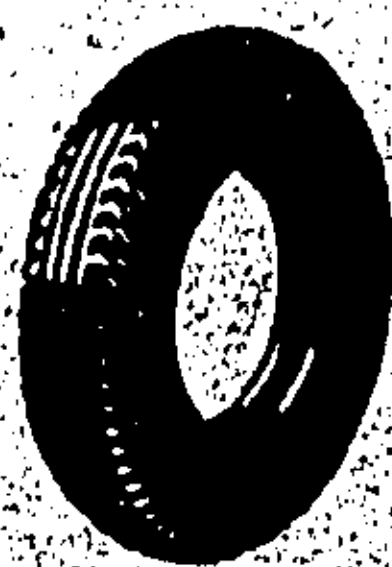
A TRUCK FOR EVERY PURSE AND PURPOSE



Great Moments In
The Lives of
Motorists

No. 2
of a series of 5

AFTER you've made a hundred miles or so of a five hundred mile trip and you've started from your pleasure by a loud report from that left rear tire you thought might get you there and you've replaced it with your only spare and have made up your mind then and there that you will have more and better service from your next tires and you reach the next town and see the familiar blue and white sign that says Miller Scientific Correct Tires and you buy one—man—you'll always thank me for telling you the good news that made you do it.



Sole Agents:

A. LUNG & CO.

SHOW ROOM:
19, Queen's Road C.
Tel. C. 1219.

IN ICELAND.

STUDEBAKERS & ERSKINES ARE SHIPPED.

"From the shores of far-off Iceland to the tropic setting sun"—so sing the United States Marines in token of their far-flung service. But the justly famous devil-dogs have nothing on Studebaker when it comes to range of service.

To the mind of the average Yankee, the popular mode of transportation in Iceland is sleighing behind a team of champion reindeers. Way up there on the rim of the Arctic circle it seems unlikely that automobiles would be in demand, yet recently three new Studebaker President Eights, a Dictator and an Erskine Club Sedan were shipped to Reykjavik, capital of Iceland, according to word received by the local Studebaker-Erskine distributors.

To those who live in the centre of population and have learned to regard immediate delivery of a new Studebaker as a matter of course, the trials of buying a car in Reykjavik would seem severe, indeed. There is only one boat per year leaving New York for Iceland, and to deliver the new cars to their owners it was necessary to ship them to Hamburg, Germany, transfer there to another steamer bound for the Arctic—and boats bound for the Arctic are none too numerous.

ON REPAIRS.

Being able to check up on a repair man's work helps to cut expenses through detecting incompetency. There is no need to assume that our only means of checking will be to wait and see what happens.

If an engine is quiet immediately following the grinding of the valves, for instance, the indications are that the tappets have been set too close. An engine should run a little noisy until the reground valves have a chance to seat properly.

One owner had some new gears installed in the transmission and was informed that the job was perfect. A whining noise told a different story.

If gears are too tight they make a noise characterised by a high-pitch whine.

THURSDAY, AUGUST 23, 1928.

THE CHINA MAIL,

BRITISH MOTORS.

SUCCESS IN OVERSEA MARKETS.

SIX WHEEL TYPES.

In considering the progress made by manufacturers of British motors in the markets of the Empire there is possibly a tendency to restrict the survey to the private car and to overlook the fact that commercial goods and passenger-carrying vehicles are also securing trade and winning for themselves no small amount of praise on account of their sterling quality and high degree of service.

Just as the public at home are coming to rely more and more on the lorry and passenger vehicle for the means of transport of themselves and the necessities of life, so are their kinsmen overseas finding that the British commercial vehicle is the most economical and satisfactory form of transportation.

While the British car manufacturer had to contend with tremendous obstacles in his efforts to make up leeway in the early days succeeding the conclusion of the war, the lot of the British commercial vehicle manufacturer was even more unenviable, for not only did he find that his competitors had obtained a strong hold in his overseas markets, but the absence of any protection at home had resulted in the virtual loss of the home market, further complicated by the liquidation of war disposal stock.

Against such a combination of circumstances the manufacturers of these types of vehicles made strenuous efforts, but it was not until the safeguard enjoyed by British car manufacturers was extended to them that they were really able to do justice to themselves and to the British industry in general. Since that time, however, the output of British commercial factories has continued to increase to cope with growing business in the home market and in the markets of the Empire.

Standard Productions.

The requirements of the overseas markets have engaged the special attention of manufacturers of these vehicles, one of the tangible results being the evolution of the six-wheeled type of vehicle, which, by the nature of its special construction, will transport a useful load on ordinary roads, or

across country, and, being designed for rough country usage, is admirably suited for Colonial work. Even the standard productions of manufacturers give excellent account of themselves, even when encountering conditions for which they were not specially designed, as is evidenced by the recent journey of a double-deck bus, one of the products of a well-known manufacturer, from Cape Town to Johannesburg (a total distance of 968 miles), in the rainy season, a performance that is all the more remarkable when one appreciates the fact that the journey is a formidable one for a touring car even in the dry season. This is but an isolated illustration of the performance of British-made commercial vehicles, and manufacturers are receiving numbers of expressions of appreciation of the services which their vehicles are rendering wherever they are employed.

Another British product which is giving excellent account of itself overseas is the marine engine, for the growing interest which is shown in motor boating in Great Britain is extending to other parts of the world, and it is satisfactory to recall that British manufacturers of this type of engine, as well as those who manufacture boats, are finding a ready outlet at home and overseas for the output of their factories.

PNEUMATIC TYRED VEHICLES.

The steady improvements which have been made in the manufacture of pneumatic tyres especially as regards those of heavy section, have been reflected in the natural course of events, by the increased demand for these tyres on the part of heavy vehicle users.

It is interesting to note that any machine in the extensive range of Albion chassis, comprising models for 25 and 30 cwt., 2, 2½, 3, 4 and 5 tons can be supplied on pneumatics of suitable section. The Albion Motor Car Co., Ltd., whose factory is in Glasgow, where engineers are bred, is, of course, one of the most progressive firms in the commercial vehicle world.

A DIPLOMATIC CHOICE.

The Foreign Office has ordered a Long 20 h.p. Armstrong Siddeley "Maythorn" Enclosed Limousine painted dark blue for the use of H.B.M.'s Minister at Vienna.

INTERNAL FRICTION.

FIRESTONES GUM-DIPPED TO MINIMIZE WEAR.

HEAT SAFEGUARDS.

It has been established by experience that the greatest enemy to tyre life is not the chopped-up road, the broken pavement or the harsh grind of rough city streets—but internal friction in the cords of the carcass. Internal friction fatigues the cords and weakens the whole structure of the tyre, causing blow-outs and tyre failures.

The earlier type of tyre—the fabric—was of a tightly woven construction that was extremely difficult to insulate with rubber. The cord tyre—a later development—permitted much greater insulation of the cords because of its open construction. This materially minimized friction and internal heat and doubled the tyre mileage.

Firestone chemists and engineers knew that if they could find a way to insulate and impregnate every fibre of every cord with rubber, they could further increase the life and mileage-giving qualities of the cord tyre. A method of dipping the cords of the carcass in a rubber solution was found and called "Gum Dipping."

As is known to all tyre users, each cord carcass is usually composed of 15 smaller cords and inside each small cord are millions of fine cotton fibres. Firestone sought a way to completely insulate every small cord and every fibre with rubber so as to further increase the mileage of cord tyres.

"Gum Dipping," which is an exclusive Firestone process, gives greater strength and stamina to the cords of the carcass, enabling them to withstand the increased flexing of the balloon tyre, adding many extra thousands of miles in service.

A DISTINGUISHED OWNER.

A new addition to the list of distinguished Wolseley owners is the Maharaj Kumar Jeyendra Singh of Orcha, who has just ordered a Wolseley 16/45 h.p. "Silent Six," fitted with a very smart two-seater body, finished in beige and brown.

CHRYSLER & DODGE.

MUGOLS OUTLINE FUTURE POLICIES.

OFFICIAL STATEMENT.

Acquisition of Dodge Brothers, Inc., by the Chrysler corporation now awaiting approval of the stock-holders will not affect the identity or products of either company, according to statements just released by officials of the two corporations. The products of the two manufacturers will continue without interruption.

Dodge Brothers will continue to be Dodge Brothers and Chrysler will be Chrysler, says the statement, and the sales organizations will be unrelated except as they shall mutually share in the advantages of the consolidation. Their cars will continue to be produced and marketed independently.

The statement continues: "The widespread public interest in recent events affecting Chrysler corporation and Dodge Brothers, Inc., deserves an authentic and official statement, and an assurance regarding the future of these two corporations."

"Each will benefit from the consummation of a plan which unites such tremendous resources in materials, manufacturing facilities, financial power and manufacturing genius."

"Both the public and the dealers may look forward to the greater benefits which the consolidation of such tremendous resources will produce, and the men identified with this business may be assured of a stable and definite future, inspired by the progressiveness which has been responsible for this uniting of two great companies."

Estrella Auto Palace, Levy Hermanos, Inc., are the sole distributors of Dodge Brothers motor cars and trucks for the Philippine Islands.

LIKE FATHER.

COOKSTOWN ROAD RACE.

In pre-war days one of the most prominent motorists in Ireland was Mr. S. P. Corry, of Groomsport, who, mounted on a "Matchless" sidecar combination, had a most phenomenal run of successes lasting over a period of several years. The war period, of course, put a stop to his activities in this direction, and presumably after the war the claims of the firebrands proved stronger than those of the open road. The name "Corry," however, has once again sprung into prominence in Irish motoring circles, for Mr. B. G. Corry, son of the Mr. S. P. Corry mentioned, put up a most extraordinary performance in the Cookstown 70-mile road race of May 24. This was Mr. B. G. Corry's first competition on the road, in spite of which he put up a record lap for the course at a speed of 57 miles per hour and won the race by a handsome margin with an average speed of 53 miles per hour for the whole distance. The Irish papers, commenting on the performance, described Mr. Corry's riding as "magnificent" and his record lap speed as "terrific." This is indeed a case of "like father, like son."

STUDEBAKER PROGRESS.

Since September, 1927, every month has shown an increase in the sale of Studebakers over the corresponding months of the previous year.

The rapid progress Studebaker is making in sales is closely paralleled by the progress it has made in establishing new speed and endurance records during the past nine months. The most notable of these records was made last fall when the Studebaker Commander National Bank, Syracuse, New York, travelled 25,000 miles in less than 23,000 consecutive minutes. No other car on earth has ever travelled so far so fast.

Recently further performance records were established by The President, The Director and The Erskine St. bringing to Studebaker 1,000 miles, the car was driven 70 er every existing American speed miles an hour. It also went 45 and endurance record for fully miles per hour in second gear, equipped stock cars. A President. Another endurance test for the 8 sedan broke all stock enclosed Model "A" has been completed by car records from 5 to 2,000 miles. P. T. Sullivan of the Palmatier and from 1 to 24 hours. Two Motor Sales, New Berlin, New York, travelled 5,000 miles in 50 hours. The car was run continuously for sixty hours, covering 5,000 miles, setting a new record for stock cars in their price class. One of class. Two Erskine St. Sedans, hour 15 minutes; another drove 8 travelled 1,000 miles in less than 1,000 minutes—a record for fully miles in 7 minutes. Three passenger cars in their price class. No oil was added during the run and inspection proved the oil in good condition at the end.

BIG ORDERS PLACED.

Orders for 1,700 carloads of Stars and Durants to be shipped immediately were placed with the Durant factory at the huge dealer meeting held in New York city recently.

BUSH FIRES.

A BRITISH VEHICLE PROVES ITS WORTH.

THE THORNYCROFT.

The readiness of British manufacturers to meet special overseas requirements is illustrated by an uncommon order executed by Thornycroft (Australia), Ltd. This company was approached by a well-known pastoralist, whose property had suffered considerably through bush fires, for fire fighting equipment on a Thornycroft vehicle, stipulating that it should in no way impede its use for ordinary transport.

Eventually a pump was designed driven from the gear box to draw water from tanks carried on the lorry body, if no natural supply was available, and delivering through two smaller hoses. The standard types of steering worm and worm wheel were used to get the required right angle drives. The valves on the delivery side of the pump enable two hoses to be used by two men as the vehicle proceeds slowly alongside the bush fire. The larger hose is used to extinguish the main fire and the smaller hose to quench the smouldering remains.

The pump was required to work at its maximum efficiency, while the vehicle was at rest or travelling very slowly, and demonstrations proving satisfactory the vehicle was purchased.

Only a few days elapsed after delivery before its fire fighting capabilities were given a test. The truck was run to the scene of a big bush fire as fast as the average touring car could have travelled, and then pumped continuously from 2 p.m. until 8 p.m., and the next day from 4 a.m. until 6 p.m. without a hitch, until the blaze was completely extinguished.

Within a few days of this fire fighting lorry proving its worth a repeat order was placed with Thornycroft (Australia), Ltd. for a similar vehicle by another large Australian landowner.

Both are standard Thornycroft A1 vehicles, which can carry removable tanks of 300 gallons capacity when water is not available on the spot.

A DILEMMA.

STORY OF A SMALL GARAGE.

We heard of rather an amusing occurrence the other day, says "The Car Rod," the official organ of Douglas Motors, Ltd., that happened to the owner of a coupé in the country who has a garage at the side of his house, and since the friend's car was at the local garage for minor repairs, the garage was available. The coupé was rather wide and, at first, the owner was uncertain whether he could get it into the space. He decided to drive in instead of back in, and this he managed to do. When he went to open the door to get out, he found he was too close to the walls to open it sufficiently to squeeze through. He pressed the starter—and the starter jammed. He was a prisoner. The windscreen was too small for him to climb through, he could not get through either of the side windows because the walls of the garage were too near.

How did he eventually liberate himself? By lifting up the floor boards and paddling the car out!

VARIED TESTS.

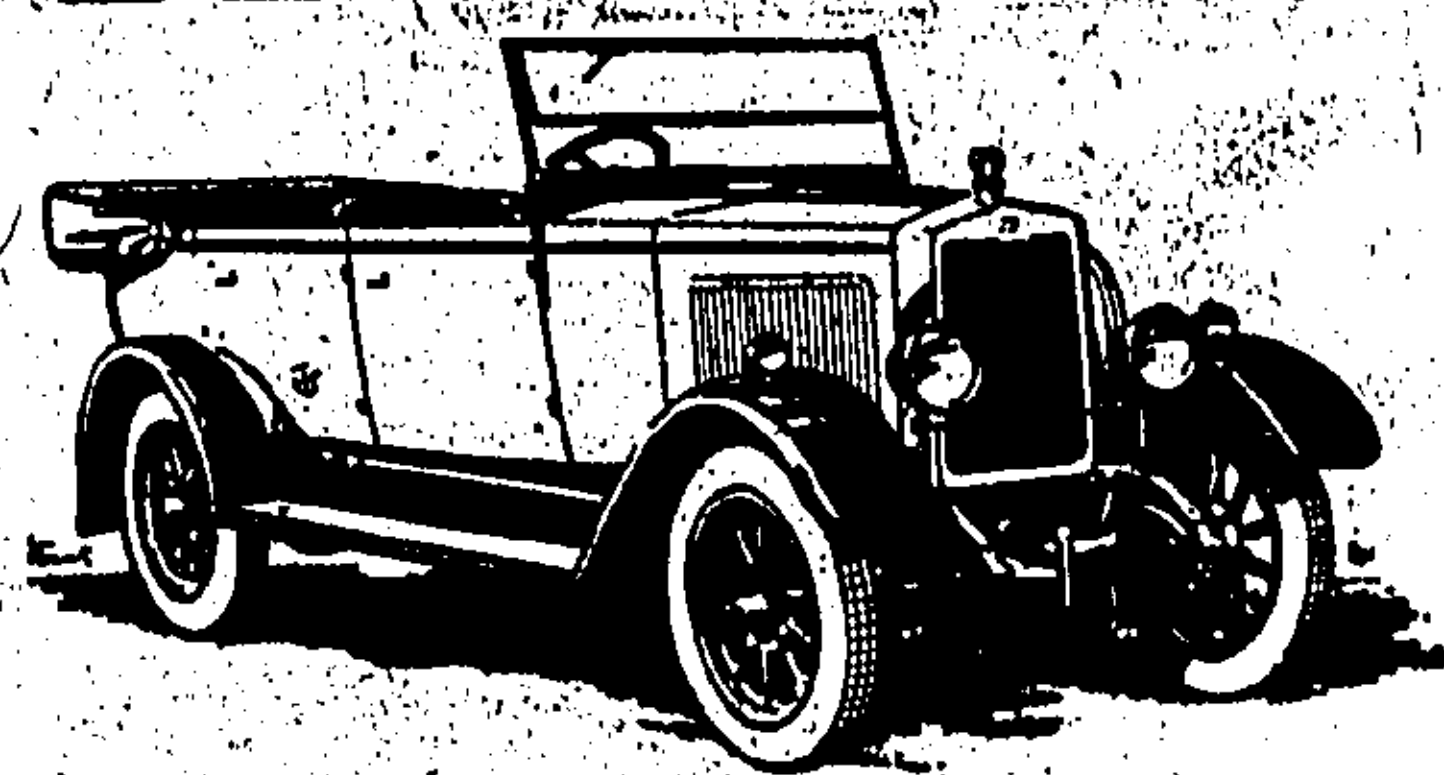
STAMINA & PERFORMANCE OF MODEL "A" CAR.

More than 17,000 persons tested out a new Model "A" Tudor sedan while it was displayed in Water-street, opposite the Liberty Hotel, New York. After the test was finished, the upholstery did not show any wear. A total of 3,642 miles of hard driving, quick stopping, second-gear work and turning were registered, the sharp curves, the fore the speedometer had reached 1,000 miles, the car was driven 70 miles an hour. It also went 45 miles per hour in second gear, equipped stock cars. A President. Another endurance test for the 8 sedan broke all stock enclosed Model "A" has been completed by car records from 5 to 2,000 miles. P. T. Sullivan of the Palmatier and from 1 to 24 hours. Two Motor Sales, New Berlin, New York, travelled 5,000 miles in 50 hours. The car was run continuously for sixty hours, covering 5,000 miles, setting a new record for stock cars in their price class. One of class. Two Erskine St. Sedans, hour 15 minutes; another drove 8 travelled 1,000 miles in less than 1,000 minutes—a record for fully miles in 7 minutes. Three passenger cars in their price class. No oil was added during the run and inspection proved the oil in good condition at the end.

LIGHTING EFFICIENCY.

Each of four Oram automobile lamps more than encircled the world in actual running distance, found a reading of 27,834 miles. This struck me as wonderful testimony to the name of Oram. I have changed the tail lamp bulb of

MORRIS



This is... "the Wheel of the World"

The CAR of the Year.

DELIVERED PRICES
NETT CASH NETT EXTRA
CASH for 56"

MORRIS-COWLEY 11.9 H.P.	London	Hong Kong	Track
48" TRACK—105" WHEELBASE.			
ROADSTER	4 Seater	\$153	\$180
TOURING (4-DOOR)	4 Seater	170	200
COUPE (FIXED HOOD)	2 Seater	175	210
SALOON (4-DOOR)	4 Seater	185	225
TRAVELLER'S CAR		165	200
STANDARD VAN		165	200

MORRIS-OXFORD 11.9 H.P.

48" TRACK—106½" WHEELBASE.

TOURING	4 Seater	205	235
SALOON	4 Seater	215	255

MORRIS-OXFORD 13.9 H.P.

48" TRACK—106½" WHEELBASE.

ROADSTER	4 Seater	210	240
TOURING	4 Seater	225	260
COUPE	2 Seater	230	270
SALOON	4 Seater	250	290
LANDAULETTE	5 Seater	285	330

MORRIS-OXFORD 15.9 H.P.

56" TRACK—114" WHEELBASE.

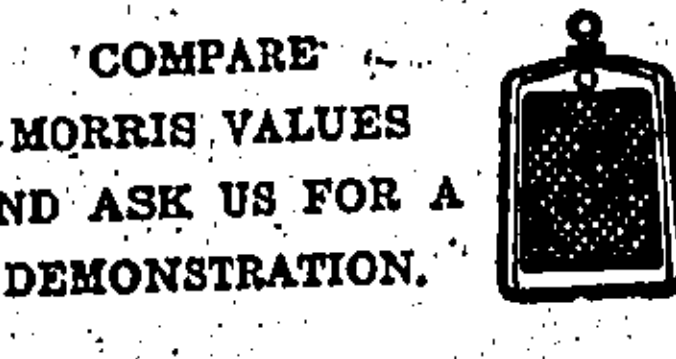
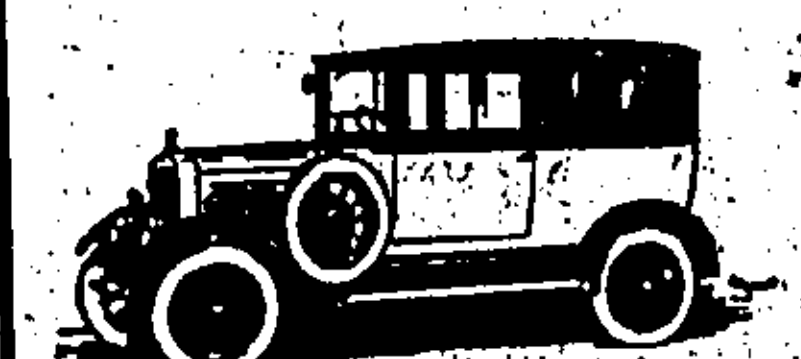
TOURING	5 Seater	315	355
SALOON	5 Seater	345	400

MORRIS LIGHT SIX 17.7 H.P.

2468 cc—Approx. 2½ litres.

TOURING	5 Seater	320	360
SALOON	5 Seater	350	405

BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALERS SERVICE AND INSPECT STOCKS OF PARTS CARRIED

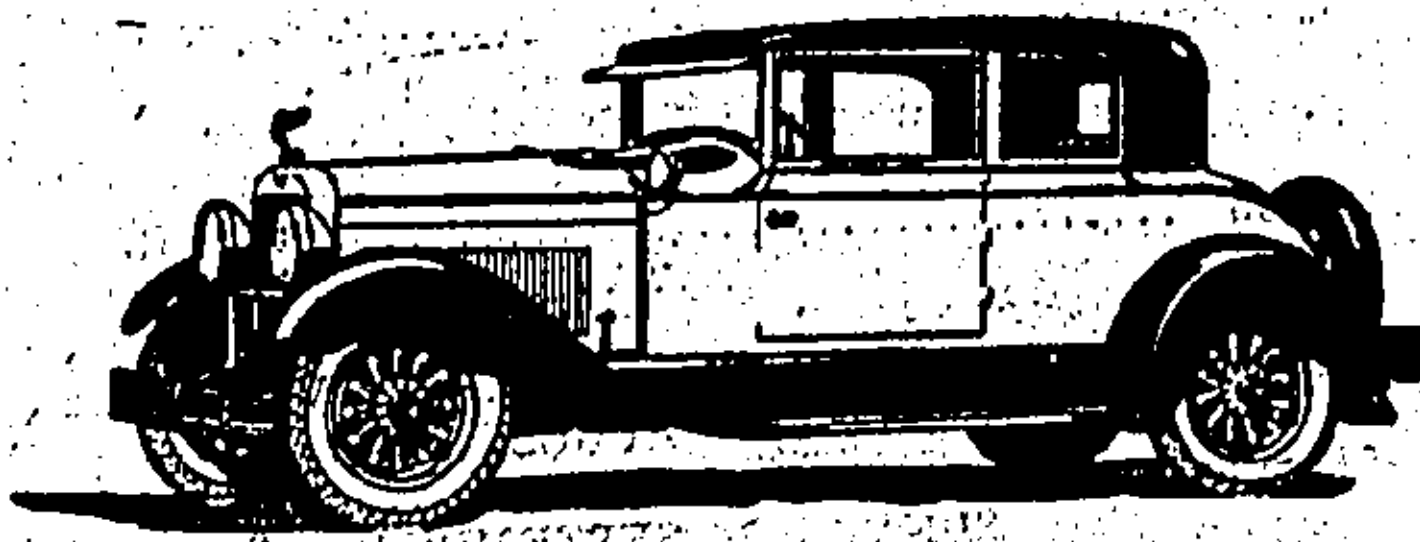


THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

CAR SALES & ACCESSORIES } Phone C. 4759 SERVICE & PARTS } Phone C. 4602

1928



ESSEX COUPE

H.K.\$2,500.00

Completely Equipped.

Sole Agents:—KIN CHEONG HONG.

37, Connaught Road Central.

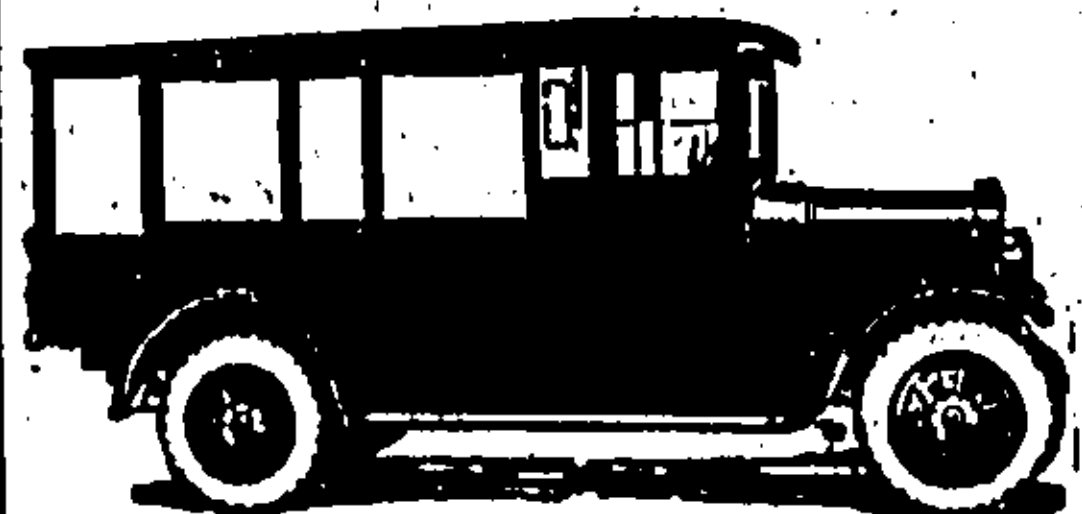
Tel. C. 6.



BUICK FOR 1929—
AN ANNIVERSARY
CAR—BUILT TO CELEBRATE 25 YEARS
OF WORLD LEADERSHIP—ON DISPLAY
VERY SOON

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 33 Wong Nei Chung Road

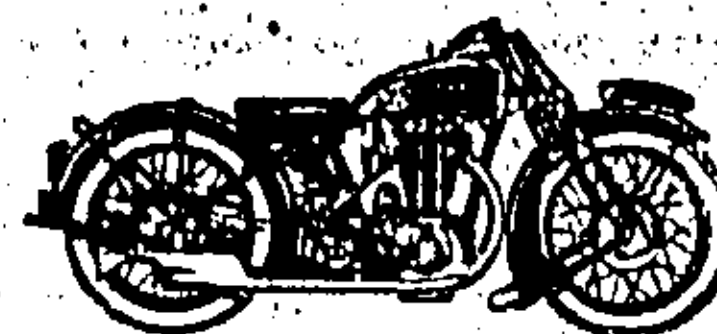


FEDERAL TRUCKS.
1-7 1/2 Ton Capacity.
Sole Agents:-
KIN CHEONG HONG.
37, Connaught Rd. C. Tel. C. 6.

China Mail

ESTABLISHED
1845

HONG KONG, THURSDAY, AUGUST 23, 1928.



ROYAL ENFIELD
NEW HUDSON
MOTOR CYCLES.

Sole Agents:-
A. LUNG & CO.
19, Queen's Road C. Telephone C. 1219.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"PHILOTTES" 23rd Aug. Marseilles, London, Rotterdam & Hamburg
"AENEAS" 4th Sept. Marseilles, London, Rotterdam & Glasgow
"ACHILLES" 18th Sept. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"BELLEROPHON" 20th Sept. Genoa, Havre, Liverpool & Glasgow
"EURYLOCHUS" 20th Oct. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"EXION" 19th Aug. Victoria, Vancouver & Seattle
"TYNDAREUS" 15th Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LYCAON" 24th Aug. New York, Boston & Baltimore
"PHEMIUS" 17th Sept. Boston, New York & Baltimore

PASSENGER SERVICE.

"AENEAS" 4th Sept. Singapore, Marseilles & London
"SARPEDON" 3rd Oct. Singapore, Marseilles & London

OUTWARD SERVICE.

"SARPEDON" due 23rd Aug. Shanghai, Taiping, Wei-hai-wei, Taku, Dairen
"OROSTES" due 5th Sept. Shanghai & Hankow
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire.
Agents.

POST OFFICE NOTICE.

Commencing 12th June the radio telegraphic rate between Hong Kong and Canton is reduced to 20 cents (Hong Kong currency) per word. No charges will be payable by addressees at either end.
The Money Order Office has been removed to the Public Hall on the ground floor of the G.P.O.

INWARD MAILS.

From	Per
THURSDAY, AUGUST 23.	
Shanghai and Europe via Siberia	Philottetes
Shanghai and Amoy	Liangchow
FRIDAY, AUGUST 24.	
Japan and Shanghai	Kashima Maru
SATURDAY, AUGUST 25.	
U.S.A., Honolulu, Japan and Shanghai	President Monroe
Shanghai and Swatow	Shantung
SUNDAY, AUGUST 26.	
Europe via Negapatam (Papers only, London 26th July)	Japan
Manila	Empress of Russia
MONDAY, AUGUST 27.	
U.S.A., Honolulu, Japan and Shanghai	President Taft
TUESDAY, AUGUST 28.	
Saigon	Athos II.
Japan and Shanghai	Chenonceaux
WEDNESDAY, AUGUST 29.	
Amoy and Swatow	Van Heutz
FRIDAY, AUGUST 31.	
Shanghai	Naldera
SUNDAY, SEPTEMBER 2.	
Straits	Hakozaki Maru
MONDAY, SEPTEMBER 3.	
Australia and Manila	St. Albans

OUTWARD MAILS.

For	Per
THURSDAY, AUGUST 23.	
Manila and Parcels for Germany	
via Hamburg	Saarlant 4.30 p.m.
Hohow and Haiphong	Borneo 5 p.m.
FRIDAY, AUGUST 24.	
Bangkok	Kwangtung 8.30 a.m.
Shanghai and Europe via Siberia	Linan 12.30 p.m.
Shanghai and Europe via Siberia	Sarpedon 4.30 p.m.
Straits, Ceylon, India, Mauritius, East Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 23rd Sept. K.P.O. Registration 4.30 p.m. Letters (Aug. 25th) 9 a.m. G.P.O. Registration 8.45 a.m. Letters 9.30 a.m.	Kashima Maru
SATURDAY, AUGUST 25.	
Straits and Calcutta. Parcel noon.	
Letters 1 p.m.	Namsang
Manila	Pres. Monroe 5 p.m.
SUNDAY, AUGUST 26.	
Bangkok via Swatow	Klangsu 9 a.m.
Swatow, Amoy and Formosa	Honan Maru 9 a.m.
MONDAY, AUGUST 27.	
Japan, Honolulu, U.S.A., C. & S. America, Canada and Europe via San Francisco—due San Francisco, 19th Sept. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Jackson

*Correspondence bearing vessel's name only.

THE "DERBY FILM 'PLANE.'"

"PRINCESS XENIA."
SUPPLIED WITH NEW ENGINE
AFTER TWO MONTHS.
AGAIN FOR ENGLAND.

Karachi, Yesterday.
The monoplane "Princess Xenia," with Captain Barnard and the sexagenarian Duchess of Bedford, has arrived at Bushire where they were held up for two months awaiting a new engine.
They are flying to England on Friday.—Reuter.
[This is the machine that left England with the Derby film and, as stated, unlikeliest experienced engine trouble near Bushire.]

RUBBER POOL.

LIQUIDATION PROCEEDING
SATISFACTORILY.
LOSSES WIPED OFF.

New York, Yesterday.
It is authoritatively stated that the liquidation of the American Rubber Pool is proceeding satisfactorily and will be completed long before Nov. 1.
Financial statements of some of the important companies disclose that losses incurred in the operation of the pool have been wiped off.—Reuter's American Service.

CUBA'S SUGAR.

OPPOSITION TO THE RESTRICTION SCHEME.

PRESIDENT PETITIONED.
New York, Yesterday.
It is privately reported that 82 per cent. of the sugar planters of Cuba have petitioned to Pres. Machado to discontinue the restriction on next season's crop.—Reuter.

U.S. & EGYPT.

DENIAL OF ULTERIOR MOTIVE.

Washington, Yesterday.
The State Department, when interviewed by Reuter, ridiculed the idea that American negotiations for a treaty with Egypt were initiated with any ulterior motive. The officials pointed out that Egypt was the thirtieth nation to which such a treaty had been offered, and the proposed treaty was in strict accordance with the American policy of revising existing treaties, including conventions with countries with which the United States did not already have treaties.
The clause excluding disputes involving a third party was the same as appeared in all revised treaties, and had no special significance whatever for Egypt.—Reuter's American Service.

CYCLONE.

HAVOC: MANY KILLED AND INJURED.

Paris, Yesterday.
Eleven were killed and 314 injured in the cyclone at Jijelli, where a tidal wave and earthquakes added to the terror of the inhabitants. The infantry barracks, hospital, cinema, restaurant and warehouses were reduced to ruins, while nine-tenths of the houses were unroofed.
At Bougie also several big sheds were demolished and plantations mown down. Nine were drowned in the foundering of a dredger while a number of native boats were sunk.—Reuter.

DR. STRESEMANN.

ATTENDS CABINET MEETING:
GOING TO SIGN PACT.

Berlin, Yesterday.
For the first time since his health broke down last May, Dr. Stresemann (Minister for Foreign Affairs), attended a Cabinet meeting at which his foreign and political programme was unanimously adopted.
Dr. Stresemann is going to Paris without any special instructions from the Cabinet.—Reuter.

THE ANGLO-FRENCH AGREEMENT.

THE "COMPROMISE."
"GUARDIAN'S" REPORT "MUCH EXAGGERATED."
LAND ARMAMENT.

London, Yesterday.
The arrangements in fact had merely been made with the purpose of enabling further negotiations on the precise bases. It is recalled that France favoured the limitation of light craft from the viewpoint of aggregate tonnage while Great Britain desired the limitation by classes; the mean solution between these two contentions was reached.
Each country since the outset of the negotiations has emphasised its special maritime naval conditions. France has emphasised the necessity of ensuring the security of her colonies, and particularly of her communications with North Africa, for which she requires small submarines. She contends that they should not be subjected to limitation.
This contention does not apply to high-powered submarines with an extensive cruising radius and big tonnage.
France also requires surface ships of under 10,000 tons to ensure rapid communication with her colonies and to defend her coasts. These vessels should not be limited as their armament is purely defensive, but cruisers and other light craft better armed for attack should be limited according to the British viewpoint.

These are two of the most important points on which the compromise has been established.
"Guardian's" Comment.
The "Manchester Guardian" Political Correspondent says that when the text of the Anglo-French Naval Agreement is published it will appear perfectly harmless, but what is not harmless is the military concession made to the French in return for their naval concession.
The writer asserts that Great Britain has consented to abandon her opposition to the French thesis that trained reserves should not be included in the limitation of land armaments, thus imperilling the whole future of land disarmament and accepting France's military supremacy in Continental Europe.

The "Manchester Guardian" editorial says "This sacrifice of principle by Great Britain is a betrayal."
"Much Exaggerated."
Later.
Authoritative circles are very reticent as regards the "Manchester Guardian's" report, which is described as being "much exaggerated." But it seems to be a fact that the British Government has made some concession to France with regard to the land armaments in order to secure the agreement with regard to naval armaments.

In view of United States' opposition, however, the whole plan may come to nothing. Anyhow, the whole question of naval and land armaments must be submitted to the Preparatory Disarmament Commission before anything definite can be settled.
French Explanation.
Paris, Yesterday.
The semi-official communique (the first portion of which was published in yesterday's "China Mail") says the failure of the tripartite naval conference between the United States, Great Britain and Japan was chiefly owing to the opposition in standpoints of Great Britain and the United States as regards light cruisers and their armaments. Furthermore the preparatory disarmament commission also met the difficulties which it was found hitherto impossible to remove.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 3/16.

NEW FLYING BOAT BASE.

IN PERSIAN GULF.
6 SUPER-MARINE SHAMPTON BOATS.
FAR EAST NUCLEUS.

London, Yesterday.
A permanent flying boat base will shortly be established in the Persian Gulf. A flight of six super-marine Southampton flying boats will be assembled at Cattewater Seaplane Station, Plymouth Sound, and after a period of training will leave for the Persian Gulf early in 1929, and will probably be stationed at Basra.
When the flight leaves Cattewater it will be replaced by a second flight which will be permanently stationed in Home waters.

It is intended that the flight at present cruising in the Far East shall form the nucleus of an R. A. F. base to be established at Singapore.—Reuter.

SUBMARINE L55.

BODIES OF THE VICTIMS
FOR ENGLAND.

SOVIET'S REPLY.

Moscow, Yesterday.
The official Tass Agency states that the Soviet Government has replied to the British Government's request for permission to remove to England the bodies of the crew of Submarine L55 to the effect that the Soviet Government does not object to the arrival thereon of a warship belonging to a friendly nation such as Norway or a British merchantman but could not consent to a British warship entering Soviet territorial waters.—Reuter.

OPIUM HAUL.

CONSIGNMENT TO DOCTOR
CONFISCATED.

FOR U.S.A.

Tegucigalpa, Honduras, Yesterday.
The authorities have confiscated a consignment of 1200 lbs. of opium, which arrived from Constantinople via Marseilles, addressed to a local doctor. The latter, however, denies that the drug was intended for him, and considers that the quantity exceeds what the whole of Central America could use legitimately in a century.
The police believe that the opium was intended for illicit traffic in the United States.—Reuter's American Service.

'QUAKE IN PERSIA.

WIDE DISTRICT REPORTED
AFFECTED.

TEN PERSONS KILLED.

Teheran, Yesterday.
A severe earthquake in the Sabazewar, Nishapur, Shirwan, Khorassan district is reported. Ten persons were killed in Nishapur, and buildings were damaged.—Reuter.

NORTH CHINA COMMAND.

Shanghai, Yesterday.
The 2nd Batt. Welch Regiment has left Shanghai for Weihaiwei on a summer visit. The 2nd Batt. Suffolk Regiment has just returned from North China.—Reuter.

It is announced that the Directors of the Imperial Airways Company, which conducts air services to the continent and the Middle East, have recommended the payment of a dividend of 5 per cent. for the year ended March 31, 1928.

Seven persons were killed by lightning and six injured in the district of Shiklovsky (province of Mogilev). Many head of cattle perished.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 3/16.

LAURA LA PLANTE

in
"Thanks for the Buggy Ride"
with
GLENN TRYON
and a Great Comedy Cast.

Directed by
WILLIAM SEITER
The screen's greatest comedienne in her funniest picture—the hilarious comedy of a couple of giddy young lovers!

AT THE
QUEEN'S
Special Added Attraction—
At 9.20 Only

TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

The Famous Juvenile Dancers
MISS CHERIE VALENTINE & MISS TOMASITA BIRDWELL
In a Third New Series of Modern & Eccentric Dances.
Usual Prices.

The thumping, bumping little man in the supreme comedy of the screen!

CHARLIE CHAPLIN
"The Circus"

AT THE
WORLD
TO-DAY TO SATURDAY
Orchestra 5.15 & 9.20.
Interpreter 2.30 & 7.15.

AN EXCITING STORY OF THE RACE TRACK!

"The Million Dollar Handicap"
VERA REYNOLDS
EDMUND BURNES
& RALPH LEWIS

AT THE
STAR
TO-DAY TO SATURDAY
Continuous 2.30 to 11.15.

AN ALUMINIUM SHAKER GIVEN FREE WITH EVERY TIN.

Thompson's
"DOUBLE MALTED"
Sweet Chocolate Flavor
Malted Milk

Obtainable from all Stores, Dispensaries, Hotels and Restaurants.
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